### Overview:
Rainier Community Center is located in Columbia City in the southeast section of Seattle. This walking audit explored accessibility to the community center and surrounding park and civic facilities from the neighborhood and the Columbia City LINK Light Rail Station.

The walking audit route began at Rainier Community Center and visited the Columbia City Light Rail Station on Martin Luther King Boulevard South (MLK) via South Alaska Street and South Edmunds Street, sections of Rainier Avenue South and South Genesee Street, and Genesee Park.

### Top Observations:
- Rainier is a large barrier to accessing the Community Center and park facilities. Though improvements are being done to improve crossing distances and block lengths, the sidewalk along Rainier needs to be improved. Furthermore, access to Rainier from the west can be circuitous and dilapidated.
- There are few clues along Rainier Avenue, Martin Luther King Way, or the Columbia City business District about the parks and facilities around the Community Center.
- Genesee Park and the Columbia Park to Lake Washington conceptual trail are strong assets but poorly implemented and utilized.
- Edmunds is a more enjoyable route than Alaska to the Community Center, however without better signage is not intuitive. For many, Alaska is the logical route yet it needs improvements for pedestrians.

### Top Recommendations:
1. Establish a wayfinding system connecting the Columbia City LINK station, the Columbia City business district, and the Rainier Community Center/Genesee Park.
2. Improve the pedestrian experience along Rainier Avenue and access across Rainier.
3. Genesee Park provides many opportunities for recreation and community interaction. Strengthen accessibility between surrounding institutions (school, community center, museum, library, health center, etc) and park. Also develop plan for programming/upgrading park space to improve usability.
4. S Genesee St needs improved crossings to connect Genesee Park and the Community Center with the neighborhood to the north and Hawthorne Elementary.

### Participants:
This walking audit was joined by 18 individuals representing the following groups and stakeholders:
- Sound Steps
- Rainier Community Center
- Public Health – Seattle & King County
- Seattle Department of Transportation (SDOT)
- Seattle Police Department (SPD)
- Columbia City Chamber of Commerce
- Seattle Audubon
- Local residents

### Audit leader:
Seth Schromen-Wawrin

### Audit organizer:
Mari Becker and Sound Steps

### Write-up:
Seth Schromen-Wawrin

### Reviewed by:
Mari Becker

### Photo Credits:
Etta Cosey & Mari Becker

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Download this report from: www.seattle.gov/parks/Seniors/SoundSteps.htm
About Safe Routes to Parks:
Safe Routes to Parks (SRtP) is an initiative developed by Public Health Seattle & King County alongside Seattle Parks and Recreation. SRtP follows the Safe Routes to Schools model, which promotes the health of Seattle’s youth by making it easier and safer to walk to school. In the same way, SRtP aims to benefit the health of all Seattle residents by making parks and recreation facilities easier and safer to access on foot.

Physical inactivity is a growing concern in King County, with its ensuing health problems ranging from obesity, diabetes and other chronic health conditions. Meanwhile, Seattle’s over 400 parks and 26 community centers offer ideal opportunities for sports, play, exercise, and other active pursuits. Gyms, weight rooms, pools, walking/jogging paths and more provide a vast public resource. However, many community members either do not know about these assets or cannot easily access them. Through education, enforcement and engineering strategies, the goal of SRtP is to increase the number of people walking to local parks and community centers in order to enjoy these important community assets. By walking to Parks and Recreation facilities and then utilizing the resources that they offer, Seattle residents will be more physically active and healthy.

Within Parks and Recreation, SRtP is spearheaded by “Sound Steps,” a walking program for adults age 50+ which includes weekly walking groups, hikes, fitness training, health education and pedestrian advocacy. The Sound Steps pedestrian advocacy team chose to pilot SRtP at Rainier Community Center and surrounding parklands such as Columbia Park and Genesee Park. Their first step was to organize a ‘walking audit’ of the area, investigating the safety and accessibility of walking routes that lead to Rainier Community Center and vicinity. This walking audit was modeled after similar audits conducted by Feet First, a Seattle-based pedestrian advocacy organization (www.feetfirst.info/).

The information gathered at this walking audit will be distributed through this report to various community stakeholders, with the goal to receive support and funding to accomplish the identified improvements. After completing SRtP strategies around Rainier Community Center, the model will be evaluated and then applied to other Seattle Parks and Recreation facilities.
### Field Notes

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| Crossing          | 38th Ave. S & S Alaska St.                                                 | The traffic circle here is a good traffic calming measure for this intersection. Because of the light at Rainier Ave and Alaska St, the intersection quickly switches from being very quiet to being very busy. The traffic circle reduces the speeds before the traffic moves into the surrounding neighborhoods. Located between the Columbia City business district, the community center, and the Rainier Playfield, this intersection sees a lot of pedestrian traffic.  
**ACTIONS:**  
- Consider signage such as “Residential Street” for vehicles coming from Rainier.  
- Encourage neighborhood to maintain the traffic circle landscaping.  
- Expand traffic circle with an intersection painting | ![Image](https://www.seattle.gov/parks/seniors/SoundSteps.htm) |
| Crossing & Streetscape | 38th Ave S between S Alaska St and S Conover Way | Rainier Playfield is often used for sports practices by the surrounding neighborhood and schools. People are frequently crossing 38th between the playfield and the Community Center to access the playfield from the surrounding neighborhood and Genesee Park. This use has the potential to activate both the playfield and the Community Center.  
**ACTIONS:**  
- Change the pavement along 38th from Alaska to Conover Way to visually connect the playfield to the Community Center.  
- During times of high activity (sports games, park events, etc) close 38th to vehicles. | ![Image](https://www.seattle.gov/parks/seniors/SoundSteps.htm) |
| Encouragement     | 38th Ave S between S Alaska St and S Conover Way | Currently it appears like many participants to the sport events at Rainier Playfield drive to the events and park on the surrounding streets. Nearby Franklin High School uses the fields for softball, baseball, and tennis. This could be a potential target group to encourage walking to the park facilities.  
**ACTIONS:**  
- Talk with the surrounding schools and organized sport leagues about their use of the playfield and potential ways to implement an encouragement campaign | ![Image](https://www.seattle.gov/parks/seniors/SoundSteps.htm) |
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| Sightline           | Post Office at Alaska and Rainier | The post office drop box is located so it blocks sightlines for drivers to the sidewalk. Additionally, cars at the drop box block the sidewalk. **ACTIONS:**  
• SDOT and the community should talk with Michael Fletcher (USPS Manager of Columbia City Station) to have the drop box moved further away from the sidewalk. USPS phone is (206) 725-5117. |       |
| Sidewalk conditions | Alaska between 38th and MLK       | The sidewalk is broken and uplifted in several places along this stretch, which creates tripping hazards. It is a major arterial that many pedestrians use to connect Columbia City to MLK and the LINK Columbia City Station. **ACTIONS:**  
• Discuss with property owners ways to repair sidewalk. |       |
| Crossing            | Alaska and Rainier                | Drivers often make rushed right turns from Alaska eastbound onto Rainier southbound. This is compounded by the steep hill on Alaska and speed of traffic on Rainier. **ACTIONS:**  
• Signage to slow traffic. |       |
| Schools             | Alaska and 33rd Ave               | There are three schools (Arts in Motion, Zion Preparatory Academy, and Interagency Academy) along Alaska, however the school zone only covers one and there is no sign stating ‘school’ when westbound. **ACTIONS:**  
• Expand school zone and increase signage |       |
### Safety

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| Safety     | Washington Services for the Blind – Alaska and 35th | Washington State Department of Services for the Blind provides services for the visually impaired. Many arrive by transit along MLK or Rainier. There is little visual notification that this site exists or that there may be a concentration of visually impaired people in the vicinity. **ACTIONS:**  
  - Consider more apparent signs that alert drivers of a concentration of blind people in the area.  
  - Community members should ask Services for the Blind what their impression of safety is.  
  - Additional attention should be paid to the surrounding raised sidewalks and curbs that are broken and need repair. These are more severe hazards for the visually impaired. |       |

### Sense of Place

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| Sense of Place | Alaska between Rainier and MLK                | This section of street does not feel cared for by anyone. There is litter, unmanaged vegetation, and few building facades. For many, this is the obvious route from the Columbia City Light Rail Station to the playfields and CC. The combined poor sense of place and busy arterial make it uninviting for walking. **ACTIONS:**  
  - Talk with surrounding property owners (including Washington Services for the Blind, school??, and residences). Encourage them to improve the streetscape.  
  - Begin a visioning process for the Alaska streetscape. |       |

### Crossing

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| Crossing   | MLK & Alaska      | This is a very wide intersection. The signal at MLK and Alaska has a very long cycle length. The situation of providing access to a LINK stop (which can encourage crossing against the signal to catch a train) and being a major arterial (which can be difficult to cross against a signal) make this a dangerous situation. **ACTIONS:**  
  - Explore ways to reduce cycle length or increase access to station when train nears (e.g. have shorter cycles the minute or two before the train leaves giving people more opportunity to catch a train by moving with a signal). |       |
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| Planning and Development     | Alaska and MLK | Seattle Housing Authority is rebuilding Rainier Vista, a large mixed-use development north of the Columbia LINK Station on MLK. This will have 850 housing units as well as commercial space. Currently Phase II is under construction to add approximately 355 housing units. This area is within close proximity to Columbia City’s commercial district, the Genesee parks and playfield, and high speed transit. This makes a prime opportunity for creating walkable, transit oriented development. However MLK and Alaska create large barriers to mobility. **ACTIONS:**  
  - SHA, the Columbia City Chamber of Commerce, the Columbia City community, and parks and recreation should work together in integrating this new development with the surrounding area and that improvements work to coordinate with neighborhood needs.  
  - Develop plans to improve ped/bike routes to parks along Alaska and along any staircases down to Rainier to cut up the long blocks  
  - Incorporate wayfinding guiding users to the parks and Columbia City business district. | ![Image](https://example.com/image1.png) |
| Policy                        | MLK & Alaska | During the walking audit, there was disagreement between the SDOT and SPD staff about the legality of crossing when a pedestrian signal has a countdown and flashing hand. SDOT intended these signals to provide more information to users so people could judge their crossing with how much time they had left. SPD understood the countdown with flashing hand to be equal to a flashing hand – legally: do not leave the curb once the red flashing hand has started. The signal crossing MLK at Alaska is walk for 7 seconds, and then counts down for 33 seconds. **ACTIONS:**  
  - The City departments need to discuss this matter and make sure their efforts are working in parallel. If the City Code does not differentiate between countdown and ‘don’t walk’ signals, then the code should be updated so it is in agreement with Seattle’s Pedestrian Master Plan.  
  - SDOT should study how other cities address countdown signals and signal timing, especially around major arterials and transit hubs.  
  - Education is needed for residents and city staff about how pedestrians should behave where there is a countdown signal. | ![Image](https://example.com/image2.png) |
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| Wayfinding   | Columbia City LINK Station      | There is vague wayfinding for passengers exiting LINK at the Columbia City Station. Wayfinding to Columbia City’s business district can be improved and there is not wayfinding to the park and civic resources in the area. Exiting the station, many people know Alaska to be a main route, however Edmunds has been designed as the ‘gateway’.  
**ACTIONS:**  
- Implement signage on the station platform. Implement directional wayfinding such as the West Seattle Trails System or the downtown wayfinding. |       |
| Urban Design | Corner of S. Edmunds St & MLK   | The plaza on the NE corner is large with attractive/useful elements (sculptures, bike racks, historic information, etc). However the intended use of spaces and how best to find Columbia City’s business district is often ambiguous.  
**ACTIONS:**  
- The plaza could be improved by incorporating some programming of the space and improving signage/descriptions of the features. |       |
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| Wayfinding     | MLK & Edmunds     | There is a wayfinding sign in the plaza on the NE corner. The historic information is informative, but the directional and destination information is hard to understand or lacking. Additionally, there is no follow up sign along Edmunds to assure the user they chose the right route.  
**ACTIONS:**  
- Provide clearer wayfinding with information about what is located within Columbia City and how to find it.  
- Include follow-up signs along Edmunds to confirm the route. |
| Sense of Place | Corner of S. Edmunds St & MLK | There is a large collection of newspaper boxes. Most are abandoned, diminishing the sense of care.  
**ACTIONS:**  
- Remove boxes that are no longer used |
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| Education    | Corner of S. Edmunds St & MLK     | Many residents commented that they did not know what the “kiss and ride” station was for (it looks identical to a bus stop). It lacks signage or explanation. Residents commented that they had never seen it used.  
**ACTIONS:**  
- Educate LINK users of the existence of “kiss and ride” stations and how they can be used.  
- Label the stop or include some simple wayfinding. |       |
| Streetscape  | S Edmunds St from MLK to Rainier  | Edmunds has had a facelift with the LINK station construction. The pedestrian scale lighting, improved sidewalk, and consistent curb ramps make for a very pleasant experience (especially compared to S Alaska). Vehicle volumes are lower on Edmunds than Alaska making it quieter. This is enhanced on Wednesdays by the Farmer’s Market closing down sections of the street and activating the space. Additionally, Edmunds moves pedestrians into a more central section of Columbia City’s business district.  
**ACTIONS:**  
- There is still the need to remind property owners about preventing vegetation encroachment and maintaining the walkable zone. |       |
| Park Asset   | Columbia Park                     | This park is open, inviting, clean, and well-maintained. It connects the farmers market, library, museum, and access to the intersection of Alaska and Rainier. The meandering sidewalk follows old creek bed with lights that light up when you step on it.  
**ACTIONS:**  
- More education would be useful here, about the history of the waterways of Columbia City, how Columbia City used to want to be a port city (before the lake was lowered), etc. |       |
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| Wayfinding | Columbia Park             | There is a park trail to the corner of Rainier and Alaska, the Community Center facilities, the Museum, and the library. This scenic and enjoyable cut through is unmarked. Signage should route people this way.  **ACTIONS:**  
  - Create wayfinding at the entrance to the park/path on Edmunds, directing people to the library, Rainier CC, Lake Washington, Farmer’s Market, etc. Both wayfinding & historical information would be good.  
  - Ask the library if they could provide signage or access to get from this trail to their door.                                                                                                                                   |       |
| Bus Stop   | Rainier and Alaska (east side) | Even though the north bound bus stop is adjacent to Rainier Playfield, the topography gives it a feeling of being next to an abandoned lot on uplifted sidewalks. The stop is jammed between busy Rainier and a chain-link fence with a narrow sidewalk, which further diminishes its appeal. Participants also noted that northbound drivers have an issue seeing the stop because of some tree branches and no lighting.  **ACTIONS:**  
  - Improve the bus stop conditions and visibility.  
  - Consider creating access from bus stop directly into Rainier Playfield.                                                                                                                                                    |       |
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<tr>
<td>Park Asset</td>
<td>Rainier Playfield along Rainier Avenue</td>
<td>From much of Rainier Avenue, Rainier Playfield is behind a chain-link fence, hidden by thick tree canopy, and in a deep hole. It is unclear how to enter the park, or what the park offers. Additionally, there is a small and hard to identify piece of artwork in the planter strip. This object is lost in the noise and movement of Rainier.</td>
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<td><strong>ACTIONS:</strong></td>
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<td>• Consider a way to create an entrance off of Rainier Avenue, and improve the pedestrian experience.</td>
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<td>Pathway</td>
<td>Rainier Ave between Alaska and Oregon</td>
<td>Sidewalk on the west side of Rainier is often uplifted, broken, and constricted. Very short curb because of multiple repavings. Evidence of vehicles mounting curb and driving on planter strip when parking. Also lots of litter and trash.</td>
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<td><strong>ACTIONS:</strong></td>
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<td>• Work with SDOT to prioritize improving the streetscape for pedestrians along Rainier.</td>
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| Crossing                      | Rainier and Oregon               | SDOT recently installed a new crosswalk. This is a good addition to break up long distance between marked crosswalks along Rainier. The signal, though pedestrian activated, still takes 15 to 50 seconds to give walk signal for 5 seconds (with a flashing hand for 13 seconds). It takes several minutes to cycle around and give a walk signal again.  
**ACTIONS:**  
- Make signal more responsive to pedestrian activation.  
- Could use audible signal at the crosswalk.                                                                                                                                  |       |
| Pedestrian Experience & Policy| Rainier between Oregon and Genesee | Recent development on the east side has large building setbacks and places parking abutting the sidewalk. This creates a negative pedestrian environment.                                                                                                                              |       |
|                               |                                 | **ACTIONS:**  
- Building code in the area should address the urban form to guarantee that new construction is being beneficial to the goals of activating Rainier Avenue and Columbia City and enhancing its sense of place.                                             |       |
| Accessibility                  | Rainier between Oregon and Genesee | Residents commented that the routes from Rainier Ave up to the Rainier Vista development on MLK are difficult to find, dilapidated and feel unsafe, or far apart. This route would have a high latent demand because it connects the development to the playfield, medical center, and community center.  
**ACTIONS:**  
- Improve or create clear and enjoyable pathways/staircases connecting MLK and the Rainier Vista development with Rainier Avenue.                                           |       |
## Safe Routes to Parks – Rainier Community Center Walking Audit

**Category** | **Location** | **Description** | **Photo**
--- | --- | --- | ---
Crossing | Rainier and Genesee | Construction is currently underway to improve the intersection for transit and make it safer. A north bound, free right turn lane is being removed. This was a safety concern because it allowed drivers to turn right without slowing down, often leading to failure to yield to pedestrians. Additionally, a new crosswalk will be added on the south side improving crossings for pedestrian and transit users. | ![Photo](https://www.seattle.gov/parks/seniors/SoundSteps.htm)

**Streetscape** | Genesee between Rainier and 36th | The sidewalk abuts a very large parking lot with no street trees, ped scale lighting, planter strip, or street furniture. This parking lot has several driveway cuts – some still in use, others abandoned. This combines for an unpleasant experience crossing the barren block unsure of when you are in a driveway or not with an uneven surface to move over (especially bad for wheels). **ACTIONS:**
- SDOT, the community, and the property owner should work together to develop ways to clarify the pedestrian walkway and the driveway access. The property is owned by Pacific Trust Realty based in Portland, OR, and Scott Hudson is the contact.
- Work to incorporate additional street features (i.e. ped scale lighting, street trees, planting strip, etc). | ![Photo](https://www.seattle.gov/parks/seniors/SoundSteps.htm)

**Sightlines** | Genesee between 37th and 39th | The side streets along Genesee have very narrow crossings and cars on Genesee park right up to the intersections. This causes sightline issues. **ACTIONS:**
- Enforce no parking within 30 feet of intersections | ![Photo](https://www.seattle.gov/parks/seniors/SoundSteps.htm)
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| Crossing     | Genesee and 38th          | This is the intersection of two arterials and two bike routes. The crossing is wide and unmarked across Genesee. The crossing is additionally difficult because of the sightline issues from parked cars.  
**ACTIONS:**  
- Extend curb bulbs on Genesee  
- Consider a marked crosswalk across Genesee. |       |
| Walkable Zone| Genesee between Rainier and 43rd | Along this arterial the sidewalk is narrow, there are poorly placed and constricting telephone poles, and there is often encroachment on the sidewalk. The sidewalk width itself is narrow and constricted by utility lines in places.  
**ACTIONS:**  
- SDOT and the community should work with property owners to educate about the walkable zone and trim back the encroachment. |       |
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<td>Safe Routes to School</td>
<td>Genesee between 39th and 42nd</td>
<td>Hawthorne Elementary is located one block north of Genesee at 39th. There is a marked crosswalk at 40th across Genesee (the only one for several blocks in each direction) and good school zone “20 mph” signs and lights along Genesee. Because of its proximity to Genesee Park and the Community Center, as well as its location in a residential neighborhood, many students wanting to walk to school and the park facilities. Genesee creates a barrier for the school to access the park, and for neighborhood students to walk to Hawthorne Elementary. Additionally, there is a history of vehicle/pedestrian crashes along Dakota (one block north of Genesee) which also abuts Hawthorne Elementary. This raises safety concerns among parents, creating fear about letting youth walk in the area. Currently, Hawthorne staff say they often cross Genesee at 42nd because it minimizes the hills and uses residential streets the most. Unfortunately, this point is unmarked, widest, and at a bend in the street hindering sightlines.</td>
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**ACTIONS:**
- SDOT should work with Hawthorne Elementary to analyze what are the most effective and enjoyable routes into the school from the neighborhood, and from the school to Genesee Park.
- With guidance from Hawthorne Elementary and the needs of the surrounding neighborhoods, the city should improve the primary crossing points across Genesee and Dakota.
- Work with Hawthorne Elementary to provide education about routes to the school and park, and opportunities at the neighboring civic facilities.
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| Traffic Calming | Genesee and 42nd  | 42nd Ave S is a walking route for Hawthorne Elementary and important through-street for all pedestrians, bicyclists, and vehicles. It is one of the few north/south streets that run completely through the Mt. Baker, Genesee, Columbia City, and Steward Park neighborhoods. It is possible for drivers to go 2.1 miles along 42nd without encountering a traffic signal. Because of this, people use it as a collector street to access the neighborhoods, and to bypass traffic on Rainier Avenue. Some efforts have been done to discourage cut through use and reduce speeds (e.g. chicanes where 42nd bisects Genesee Park). However there are no measures in place around Hawthorne Elementary or Genesee St. Additionally, community members noted very high vehicle volumes when 43rd is closed for Seafair. The community has discussed the issue with SDOT, SPD, Seattle Fire Dept., Feet First, and Transportation Choices Coalition. Hawthorne Elementary has a Safe Routes to School grant submitted to Washington Department of Transportation. This grant would fund an encouragement campaign by Feet First and Bikeworks. They should be notified by July 2011, and the intervention would begin after that. **ACTIONS:**  
  - Implement traffic calming around the high pedestrian areas of Hawthorne Elementary.  
  - Consider ways to reduce the use of 42nd as a cut through route at Rainier Avenue and Andover. |       |
| Crossing        | Genesee and 42nd  | This intersection is where Hawthorne Elementary teachers guide their students to Genesee Park. Though this route minimizes hills and is generally on calm streets, the crossing is at a difficult part of Genesee. Even though there are curb bulbs here, Genesee bends slightly widening the street and creating sightline issues. 42nd has relatively high vehicle volumes, and there are many turning movements. It is also a heavily used intersection when events are in Genesee Park and 43rd ave S is closed. **ACTIONS:**  
  - Consider creating a marked crosswalk or placing crossing flags.  
  - Analyze if Hawthorne Elementary should have a crossing guard at 42nd and Genesee. |       |
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| Crossing   | Genesee and 43rd          | There is a crosswalk mid block connecting the northern section of the park to the playfields and open spaces across Genesee. Though this crosswalk serves the small parking lot and some trails on the north side, it does not serve any users approaching the park from the surrounding neighborhood or those following the path from the lake to the community center through the park (crossing at 43rd itself).  
**ACTIONS:**  
- Consider changing placement or adding additional crosswalk, especially at 43rd connecting the trail. |
| Streetscape| Genesee from Rainier to 43rd | Genesee is a wide street with few features that communicate its location through a residential neighborhood and large park. Participants discussed the possibility of redesigning the street to better communicate speeds and uses, and to bridge the north and south sections of Genesee Park.  
**ACTIONS:**  
- Begin conceptual planning to redesign Genesee, especially between 42nd and 46th. |
### Planning:

**Location:** Genesee Park

The park is a large asset for the area with many well used spaces (lake access, playfields, natural areas, playground, etc). In conjunction with Columbia Park and Rainier Playfield, it creates a continual greenspace from Columbia City’s business district to Lake Washington. However the general feel of the park is emptiness, exposure, and disjointedness. Participants of the audit could not find any plan for the park. Discussing ideas to enhance the park space during the audit included embracing some of the natural history of the park (i.e. old wetlands, potential port, and garbage dump), adding tree canopy (e.g. park trees, bird habitat, orchard), setting some space aside as a P-Patch, picnic/bbq shelter and area, skate spot, pedestrian scale lighting, etc.

Additionally, participants vented frustration about Lake Washington Blvd and Genesee Park being used for Seafair and not open to community members.

**ACTIONS:**
- City and the community should develop a master plan for the park that makes use of many positive aspects of the park and fills out the area.

### Lighting:

**Location:** Genesee Park

Genesee Park has very little lighting except for at the sports fields. Not only does the lack of lighting in the open park create a sense of insecurity, but the contrast of sports lighting with no lights makes it harder for users to see in the dark.

**ACTIONS:**
- Install pedestrian scale lighting along trail from the Community Center to Genesee St.
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| Crossing  | Genesee Park at 42nd, between S Conover Way and S Snoqualmie St | The park path crosses between two sections of the park here. There are some chicanes along 42nd to the south of the crossing, but there is no indication to drivers that a park trail crosses 42nd midblock.  
**ACTIONS:**  
- Mark path crossing with a crosswalk or pavement treatment that creates continuity in the path.  
- Add pedestrian lighting at the crossing. |       |
| Wayfinding| Genesee park              | At the entrances to Genesee Park, and within the park, there are no signs for direction to Lake Washington, Rainier Community Center, or other park features.  
**ACTIONS:**  
- Install wayfinding to and along the walking path. |       |

For more information about this report or Sound Steps, please contact:  
Mari Becker  
sound.steps@seattle.gov  
206-684-4664.

Sound Steps would like to thank Feet First, Washington State’s pedestrian advocacy organization based in Seattle, for their support with this walking audit. Feet First provides information for communities who would like to promote walkable communities through walking audits, neighborhood on foot walking maps and safe routes to school. For more information, please contact Lisa Quinn, Feet First Executive Director by calling 206-652-2310, emailing lisa@feetfirst.info or visiting www.feetfirst.info

www.seattle.gov/parks/seniors/SoundSteps.htm