

North Aurora

Neighborhood Mobility Recommendations



Prepared for Seattle Office of Planning and Community Development by the University of Washington URBAN 507 North Aurora Studio

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EXECUTIVE SUMMARY

Seattle’s Office of Planning and Community Development (OPCD) is leading the multi-departmental North Aurora Initiative to develop a community action plan for the area which establishes a concrete set of actions and vision to address a variety of needs and opportunities for the North Aurora area. This report was created by the University of Washington North Aurora Planning Studio to support OPCD’s work. Building upon an existing conditions report created in Winter 2026, the studio team created a set of recommendations for the corridor related to the topics of placemaking and mobility. This report details the *mobility* recommendations presented to OPCD. The mobility team designed three project proposals to address a variety of mobility needs in the study area.

The recommended projects are:

- **Cemetery Connection Initiative**
 - To create safe routes to school and improve non-motorized travel between Licton Springs and Bitter Lake, we recommend executing agreements with Evergreen-Washelli Cemetery and UW Medical Center to formalize non-motorized travel along the Ashworth Ave N right-of-way running through their respective properties; creating and maintaining accessible entrances to cemetery trails; extending the Ashworth greenway further south; and building cycle tracks and sidewalks on Meridian Ave N and N 115th St.
- **Roosevelt Way De-arterialization**
 - To increase safety for pedestrians and cyclists, and leverage the infrequently used Roosevelt Way N roadway, we recommend that the City de-designate Roosevelt Way N as an arterial and reallocate space for pedestrians and greenspace. The lowest intensity option is to designate it as a Healthy Street and to install traffic diverters at specific intersections. The high intensity option is to vacate and depave Roosevelt Way N, creating a linear park with a multi-use trail which connects to the Pinehurst Light Rail station.
- **Fremont Avenue Greenway Upgrades**
 - To improve safety outcomes for cyclists, pedestrians, and mobility-impaired travelers using the Fremont Ave N Greenway, we recommend that the City carry out a suite of targeted improvements to this greenway including: fill sidewalk gaps and install ADA accessible curb ramps; adjust the placement of street furniture; replace speed humps with speed cushions; install modal filters; and implement other minor improvements detailed below.

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INTRODUCTION

Background

The North Aurora Initiative is a City of Seattle multi-departmental undertaking that aims to create a community vision and action plan for North Aurora's future. The initiative addresses public safety, community advocacy concerns, leverages the RapidRide E Line for housing and jobs, improves pedestrian infrastructure and connectivity, and addresses displacement risk to businesses and residents. The Seattle Office of Planning & Community Development (OPCD) is leading engagement, visioning, and strategy development for the program. OPCD's goals are to:

- Develop a Community Action Plan for North Aurora
- Conduct broad, equitable, and coordinated community engagement
- Coordinate across departments to implement early wins through placemaking, greening, tactical urbanism, public safety improvements, and arts projects

In Winter 2026, the University of Washington's North Aurora Planning Studio, under the guidance of OPCD, developed an Existing Conditions Report (ECR) to support the work for the North Aurora Initiative. The report surveyed the many community assets, challenges, and opportunities in the assigned study area between N 85th St and N 145th St and Greenwood and Meridian Avenues N.

During Spring 2026, the studio used the Existing Conditions Report to develop ideas and recommendations for two main subject areas, placemaking and mobility, as well as support OPCD's community engagement efforts. Together, these efforts explored ways to improve the public realm, strengthen connections, and support future growth along the corridor. This report documents the *Mobility* component of the studio's work.

Mobility Team Approach

Building upon the Winter 2026 ECR, the mobility team set out to design a suite of projects which would improve connectivity within the North Aurora area. The team conducted site visits, researched precedents, met with subject matter experts, studied City policy, and discussed ideas with area residents at two community engagement events. A variety of community needs were identified including significant north/south network gaps, traffic conflicts on existing neighborhood greenways, east/west connection challenges, and a lack of safe routes to school for students cycling or walking.

This research resulted in three project proposals: A Cemetery Connection initiative, Roosevelt Way de-arterialization, and Fremont Avenue greenway upgrades. The projects proposed here are focused on improving non-motorized transportation primarily in the streets and neighborhoods surrounding Aurora Ave N, rather than on Aurora Ave N itself.

These recommendations are created for OPCD, in consultation with Seattle Department of Transportation (SDOT) and community stakeholders. The intention is for OPCD to consider these recommendations as candidates for a project list or future network map in their upcoming community action plan. Initial community engagement indicates that residents are favorable toward these projects, but more consultation is needed to determine if these projects fit into the community's vision, capacity, and budget. The authors believe that the recommended projects would make a meaningful improvement to resident's day-to-day lives. They have attempted to detail how each project fits within City plans and policies, and how they could be implemented.

Land Use Context

Land use provides the context in which both placemaking and mobility recommendations were developed, shaping where growth occurs and how people might move through the corridor and neighborhoods. The study area contains a mix of Commercial (C), Neighborhood Commercial (NC), Midrise (MR), Lowrise (LR), and Neighborhood Residential (NR) zoning. There are also overlays which include the Major Institution Overlay (MIO), Mobile Home Park (MP), and Northgate (NG) Overlay Districts.

Seattle's urban growth strategy targets growth in urban centers, including the Bitter Lake and Aurora-Licton Springs Urban Centers located within the study area (Figure 0-1). Bitter Lake has a greater concentration of Commercial zoning, while Aurora-Licton Springs contains more Neighborhood Commercial zoning.

In January 2026, an update to the *One Seattle Plan* changed Single-Family zones to Neighborhood Residential (NR), and all Residential Single Lot (RSL) zones to Lowrise 1 (LR1) in December 2025 (City of Seattle, 2026b). This change allows development of up to 4 units per lot, or 6 units per lot if the lot is located within a quarter mile of a major frequent transit stop (Seattle Department of Construction and Inspections, 2025), marking increased density. Phase 1 of the plan changed from Urban Villages to Urban Centers, and future changes will occur within the next two years as Phase 2, 3, and 4 are implemented. These changes will rezone land in newly designated Neighborhood Centers, in new and expanded Urban Centers, and transit-oriented development along frequent transit corridors or around well-serviced bus stops (City of Seattle, 2026a). Figure 0-2 displays walksheds of a

quarter-mile distance from the Rapid Ride E-line Stops, where there may be increased density in the future, and additionally displays the neighborhoods in the study area.

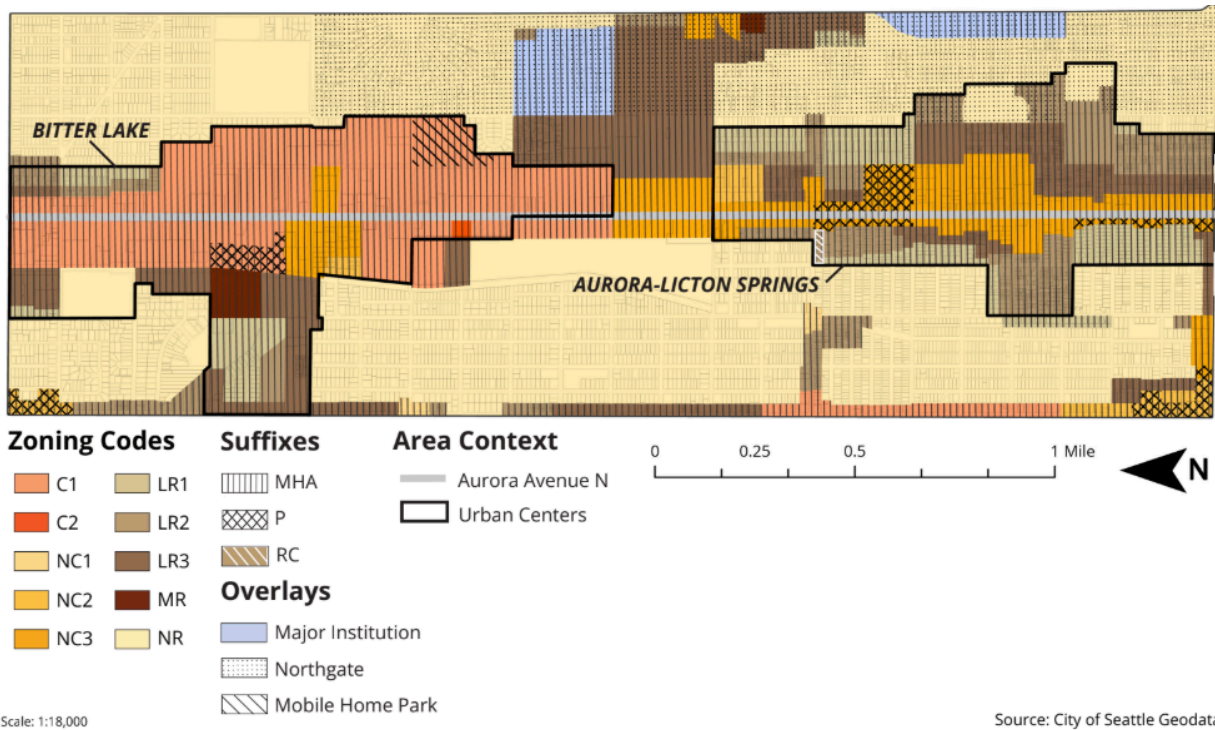


Figure 0-1: Existing Zoning & Overlays.

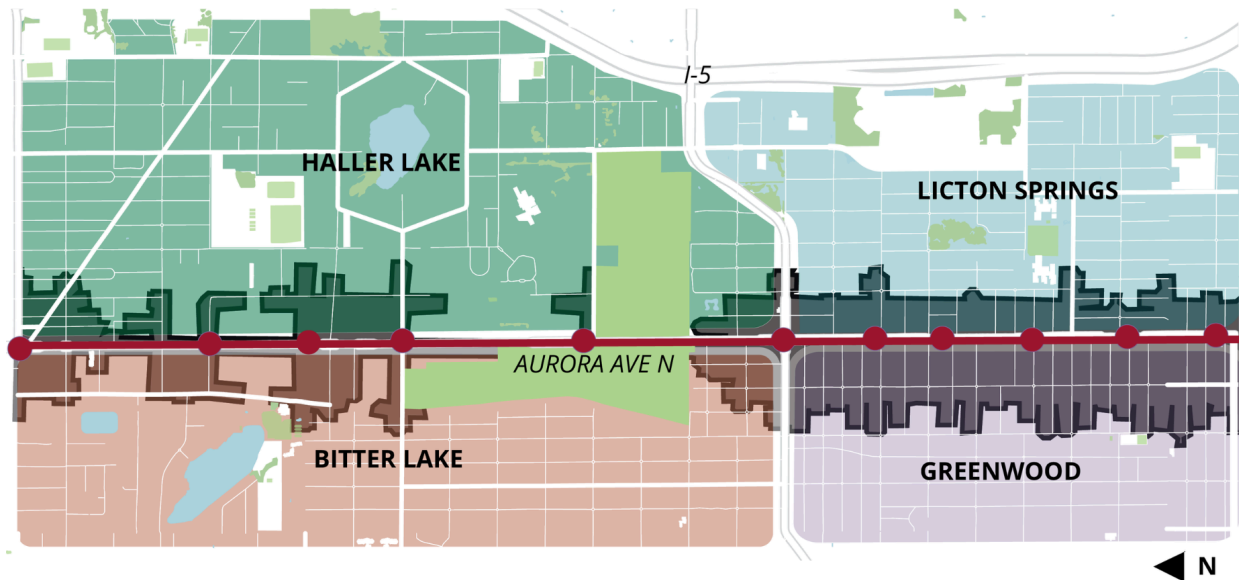


Figure 0-2: Neighborhoods and Quarter-Mile Walksheds from Major Transit Stops.

Acknowledgements

We would like to thank the hardworking staff of OPCD for their time and effort on our behalf over two quarters. In particular we would like to thank Katy Haima, Anneka Olson, Harriet Wright, and Phillip Carnell. We would also like to thank our professor Ray Gastil for continuous support, education, and encouragement. Additionally, we would like to thank the following organizations for speaking with us, offering feedback on our proposals, and/or supporting our work: SDOT, Seattle Streets Alliance, Evergreen-Washelli Cemetery, and Livable City Year.

I. CEMETERY CONNECTIONS INITIATIVE

The Washelli Cemetery represents a key opportunity to improve neighborhood connectivity and mobility in North Aurora. Situated in the center of the project corridor, it acts as a barrier to North-South mobility, particularly between the Licton Springs and Haller Lake neighborhoods, to the east of Aurora Ave N. The only streets running North-South in the vicinity are Aurora Ave N and Meridian Ave, both of which lack bike lanes and can, especially in the case of Aurora Ave N, be uncomfortable locations for pedestrian movement. This disproportionately burdens residents who cannot or do not drive, including low-income residents, people with disabilities, and children, limiting their access to education, employment, commerce, and recreation.

While the Washelli Cemetery is currently open to the public and the cemetery staff have indicated a desire to position the cemetery as a more central community resource, current connections to and through the cemetery lack safe pedestrian and cycling crossings as well as signage indicating entrances are open to the public. Our proposals include several projects aiming to solve this connectivity issue and further formalize the connections between the cemetery and other key locations in the surrounding communities. These projects would complete the Ashworth Ave N Neighborhood Greenway as well as create additional bike and pedestrian infrastructure on Meridian Ave N and N 115th St.

Developing this infrastructure and working with the cemetery to create more obvious and safe connections will improve connectivity between Licton Springs and Haller Lake, develop new Safe Routes to School for Cascadia Elementary School, Robert Eagle Staff Middle School, James Baldwin Elementary, and Ingraham High School. This project will also create additional safe crossings in areas of the city that have been zoned for new, dense housing, and improve resident access to neighborhood greenspace, both in the cemetery itself and nearby, connecting residents to Licton Springs Park and Mineral Springs Park.



Figure 1-1. Map highlighting proposed projects in the Evergreen-Washelli Area

Ashworth Ave N Greenway

The city recently developed the Ashworth Ave N Neighborhood Greenway from 135th to 120th (SDOT, n.d.-a), and anticipates completing the section from 92nd to 100th later this year (SDOT, n.d.-b). This portion of the project seeks to complete this connection, developing the rest of the greenway between 100th and 120th. This includes a connection through the UW medical facility from 120th to 115th, through the cemetery from 115th to 110th, and along the current Ashworth Ave N from 110th to 100th, with a new, signaled crossing at Northgate Way/105th.

Project Description

The first section of this project develops a connection through the UW Medical Center - Northwest, between 120th and 115th. The greenway north of this point already exists and is well developed, making this a logical and direct continuation south. The right of way for this route exists but is blocked off by a gate at 120th (figure 1-2), with a controlled entrance at 115th. Developing this route would require an agreement with the Medical Center to allow pedestrians and bicyclists access through the gate at 120th and Ashworth. The Medical Center already permits pedestrian and cyclist access via three entrances along 120th, establishing a clear precedent for opening the Ashworth gate. However, one of these other access points could serve as a potential entrance as well if the Medical Center is unwilling to allow access through the Ashworth gate. The UW Medical Center has stated in their master plan that they are committed to creating pathways that are “open to the general public, barrier-free, and ADA-accessible” (UW Medical Center, p. 55). The main improvements needed here are improved wayfinding and an entrance that is more clearly accessible to cyclists.



Figure 1-2. Image showing the gated entrance to the Northwest Medical Center on the left

The next section of this project improves connections to the Washelli cemetery, allowing connections from 115th to 110th on the other side of the cemetery. Current entrances include one on 115th directly across from the UW Medical Center and one on Meridian Ave N, around 113th. Either would serve well as a connection to this greenway route,

depending on the amenability of the UW Medical Center to allow the greenway to pass through its property.

The third part of this route continues from the entrance to Washelli cemetery at Ashworth south to 100th street where it would connect with the existing greenway network in Licton Springs. This would require about half a mile of healthy streets signage and some potential traffic calming additions, though traffic volumes are already quite low on this street.

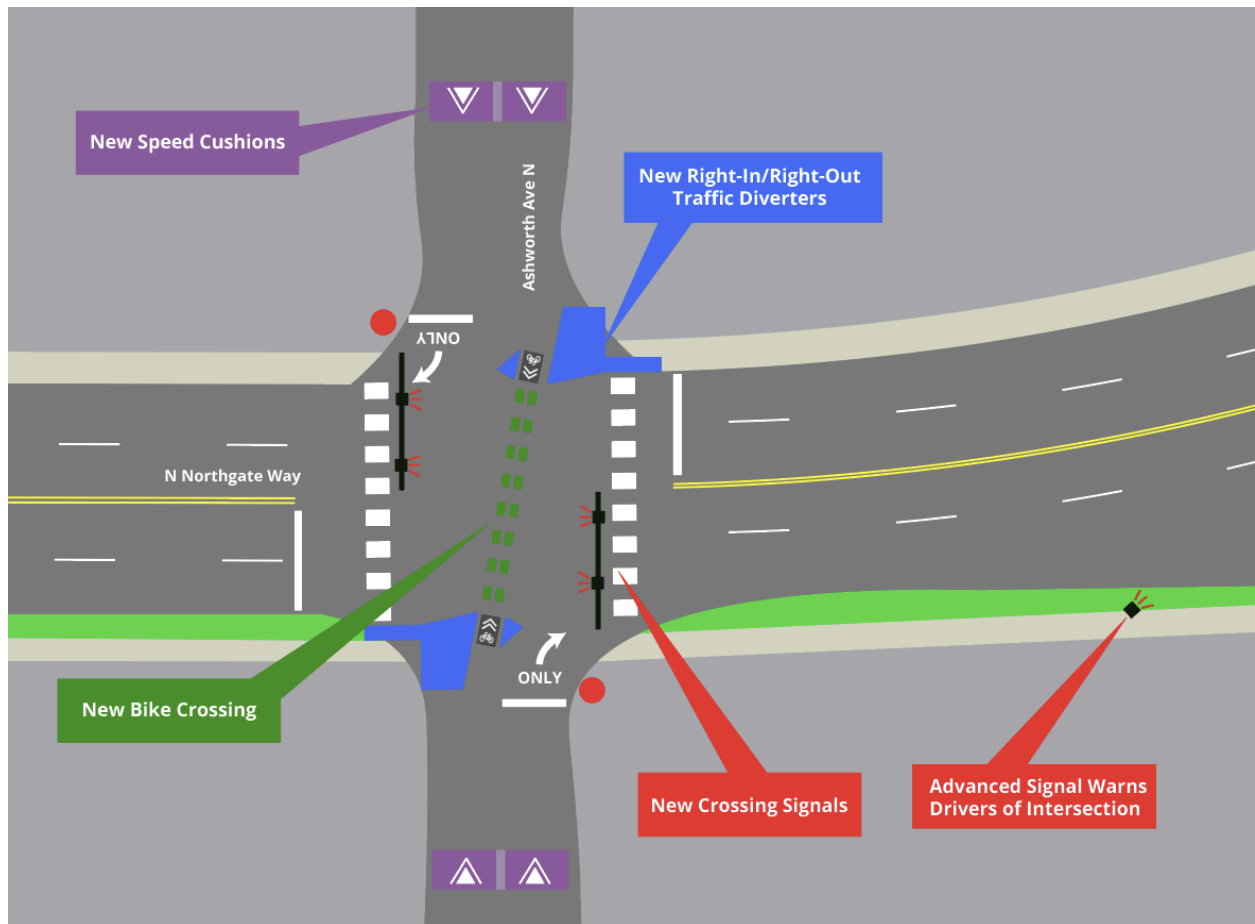


Figure 1-3. Proposed intersection configuration at Northgate Way and Ashworth Ave N

This portion of the greenway requires the construction of a safe crossing at Ashworth across Northgate Way (Figure 1-3). Northgate currently has few safe pedestrian crossings and no safe bike crossings between Aurora Ave N and Meridian Ave N. Building a new safe crossing here would increase options for pedestrians, allow students to walk/bike to school, and provide better access to community amenities such as parks in the area. A crossing here would also align with Seattle's current land use strategy for the area, which calls for up to 5 story apartment buildings on either side of Northgate. NACTO guidelines, adopted by SDOT and the city of Seattle, recommend crosswalks every 200-300 feet in

urban areas (NACTO, n.d.). The current gap between safe pedestrian crossings on Northgate is nearly 2500 feet.

Why Not Stone Ave?

While we considered the possibility of Stone Ave as an alternative to the Ashworth Greenway, we find Ashworth Ave to be the stronger alternative for several reasons. This route connects more legibly to existing infrastructure, involves a more logical connection through the Washelli cemetery, and connects directly to community amenities and facilities such as parks and schools. This decision reflects the direction of our studio to focus on neighborhood connectivity off of the main corridor; rather than attempting to design an alternative to constructing cycling infrastructure on Aurora Ave N, we are concerned with promoting and developing better neighborhood connections for neighborhoods around the Aurora Ave corridor.

The primary issue for Stone Ave as a greenway is its inability to function as a direct, connected route moving North and South through the corridor. At 135th, it ends at the ex-Sam's Club site and is unable to continue for the remainder of the route north to the city limits. Ashworth does not have this problem and continues further northward, allowing for the possibility of the route expanding north into Shoreline in a future project. In addition, the connection at the cemetery is much further away from any existing entrance, requiring a more significant detour for any pedestrians or cyclists walking through the area. This requires a 1500 foot detour east, and then a 1500 foot detour west back through the cemetery in order to make the connection if the cemetery is not amenable to creating new connections through the cemetery. The area directly across from Stone Ave is currently filled with graves, so developing a formal route through this area is likely not possible (Figure 1-4).



Figure 1-4. N 115th St and Stone Ave N

A signalized crossing at Ashworth vs Stone Ave would also provide more equitable access to mobility across 105th/Northgate Way. The distance between Stone Ave and Aurora Ave N is only 600 feet, leaving a 2500 foot gap between it and the next viable pedestrian crossing at Meridian Ave. Ashworth is located closer to the middle point between Aurora Ave N and would therefore better serve the mobility of residents in this area. While this doesn't preclude the possibility of signalized intersections at both Stone Ave and Ashworth Ave in the future (and NACTO guidance does suggest there should be crossings at both intersections), Ashworth Ave would more immediately serve the needs of residents living in the area.

Further, Ashworth connects more directly to parks and schools in the area, passing directly by Ingraham High School, Robert Eaglestaff Middle School, Cascadia Elementary, and Licton Springs Park, and is half a block away from Mineral Springs Park. Stone Ave passes by Robert Eaglestaff Middle School, but is further away from these community centers,

making routes for students attempting to bike to school more complicated and potentially more dangerous as well. The greater prevalence of industrial uses on Stone Ave may also constitute additional safety concerns for cyclists and pedestrians, especially children, using this route to move around the neighborhood, given the higher traffic counts present on the street. Stone Ave between 100th and 103rd carries weekday traffic of 1333 cars per day, while the segment of Ashworth between 100th and 103rd carries only 198 cars per day. Traffic controls are possible to bring Stone Ave's traffic volumes below SDOT's target of < 1000 per day but directing pedestrian and cycling traffic to the calmer, less trafficked street, especially with our focus on developing a Safe Route to School, makes more sense for this project.

Finally, Ashworth has already been constructed as, or is under construction as, a neighborhood greenway from 90th to 100th and from 120 to 135th. Stone Ave does not currently operate as a greenway anywhere in the study area, meaning that more intensive construction and study would be necessary for this to serve as a viable alternative to completing the Ashworth neighborhood greenway.

Policy Foundation

The proposed project is generally consistent with and would support City goals and policies related to transportation networks, as documented in the Seattle Transportation Plan (SDOT, 2024).

- a. Goal S4: "Provide safer routes to schools, parks, transit, community gathering spaces, and other common destinations"
 - i. This neighborhood greenway would act as a safe route to school for Robert Eaglestaff Middle school, Cascadia Elementary & Ingraham High School.
 - ii. The greenway would also provide access to parks and gathering spaces, such as Licton Springs Park, Mineral Springs Park & Washelli Cemetery.
- b. Goal TJ2: "Address inequities in the transportation system by prioritizing investments for impacted communities"
 - i. The Northgate & Ashworth crossing would be located in census tract 13, considered a highest equity priority neighborhood by the city (City of Seattle, 2024). This would also improve access for residents in census tract 6.02, considered second highest equity priority.
- c. Goal TJ3: "Remove cost as a barrier so everyone can take the trips they need to make".

- i. Lack of transportation support from schools (for residents within the 2 mile walkshed) and lack of safe walking/rolling infrastructure for students creates a cost burden for parents & students to get to school.
- d. Goal MM2: “Reduce neighborhood disparities in the quality of streets, sidewalks, public spaces, and bridges”
 - i. This ties into goal TJ2: the neighborhood predominantly lacks sidewalks and is surrounded by major arterials with infrequent, unsafe pedestrian crossings.

Measurable Impact

The completion of the Ashworth Neighborhood Greenway would measurably increase safe routes to school, providing improved walking and cycling mobility for students living both north and south of Northgate Way. This would also add a new signalized intersection along a corridor identified as high priority in Seattle's 2025 High Injury Network (SDOT, 2026-a), creating a safe crossing point for pedestrians and cyclists while reducing vehicle speeds along a stretch where the current gap between signals spans approximately 2500 feet. The Greenway would also expand resident access to greenspace, both by providing safer mobility to parks such as Licton Springs and Mineral Springs, and by facilitating community access to the Washelli Cemetery.

Relation to Planned Projects

This project relates most directly to the already existing or under construction Ashworth Neighborhood Greenways to the north and the south of the proposed addition. The Ashworth Neighborhood Greenway project has been developed from 120th to 135th street, with connections to other cycling infrastructure in the area such as the newly developed separated cycling lanes on 130th (SDOT, n.d.-a). In addition, the Licton Springs Healthy Streets Project has designated the section of Ashworth from 90th to 100th as part of its greenway network (SDOT, n.d.-b), improving connectivity and mobility, especially for the nearby schools and parks within the neighborhood.

The UW Medical Center Northwest Master Plan, 2024 update provides meaningful support to the project. They have committed to continuing to provide “pedestrian and bicycle access from N 120th Street through a pedestrian gate and N 115th Street from the various sidewalks and/or the loop drive” as well as develop a new campus loop drive which would “connect all three driveways, improve wayfinding, augment pedestrian sidewalks, and better accommodate transit and/or bicycle riders safely” (UW Medical Center, p.37). The Medical Center has also indicated a preference for a new signalized crossing on 115th that

would connect to its campus loop drive, which could also facilitate bicycle and pedestrian access across 115th to the Washelli Cemetery (UW Medical Center, p. 86). The Master Plan demonstrates the Medical Center's existing commitment to public pedestrian and cycling access and to building improved wayfinding. The city should work with the Medical Center to ensure that any additional improvements work in tandem with the development of the Ashworth Neighborhood Greenway.

Precedents for the signalized intersection include the Northgate Way & Ne 8th traffic signal, recently built on the same road on the other side of I-5 (SDOT, 2021, May 5). This signalized intersection was built to improve pedestrian and cyclist safety along the future Pinehurst Connection Neighborhood Greenway. This precedent demonstrates that the city has already committed to signalized greenway crossings on Northgate Way under comparable conditions, making the Ashworth crossing a logical next step.

Implementation

Implementation of the Ashworth Greenway through Washelli and the UW Medical Center - Northwest would rely primarily on negotiated agreements rather than capital construction. Precedent for this approach exists in other cities, such as the River View Cemetery in Portland and the Allegheny Cemetery in Pittsburgh. Both operate under informal agreements allowing pedestrians and cyclists to traverse through the cemetery; The River View Cemetery acts as an important connection to Southwest Portland for cyclists and pedestrians crossing the Sellwood bridge, while the Allegheny Cemetery is much loved for recreational and long distance walks and rides. Neither cemetery maintains official agreements with their respective cities, but appear on google maps as viable cycling routes but not on official bicycle network maps. This suggests the route can operate through purely informal agreements and understandings, rather than needing formalization to proceed.

In the short term, the city should pursue memorandums of understanding with the Washelli Cemetery and UW Medical Center to allow improved non-motorized access through both properties. This non-binding agreement could involve partners such as the Cascade Bicycle Club or an organized Bike Bus to help promote, test, and maintain the route during the initial pilot. In the long term, the city should pursue memorandums of agreement with both properties that fund improved wayfinding, access points, lighting, or other safety related elements in exchange for commitments to keep the routes open during defined days and times.

For the last segment of the greenway, from 110th to 100th, the streets would need to be designated with healthy streets or other greenway signage similar to other greenways in the city. The signalized intersection at 105th would need to be completed by SDOT, likely funded through one of the transportation levy mechanisms identified in Section IV.

Meridian Ave N and N 115th St Improvements

Issue

Meridian Ave N and N 115th St are both highly utilized and important arterials for mobility between Aurora Ave N, the Bitter Lake/Haller Lake/Aurora-Licton Springs neighborhoods, and the Northgate Regional Center. Both of these arterials lack adequate infrastructure to fully facilitate non-motorized, active transportation. While some improvements on these corridors are part of the Seattle Transportation Plan, this proposal outlines some scenarios to provide the level of service such an important corridor requires to be successful for all people attempting to navigate it.

Project Description

Protected bike lanes on N 115th St and Meridian Ave N, sidewalk and crossing improvements, transit stop improvements.

- 1) Drop in Protected Cycle Lanes (*Figure 1-5*)
 - a) As part of the Seattle Transportation Plan, Bike + (protected or buffered) lanes are proposed along Meridian Ave N from Northgate Way until N 115th St. We propose using precast, drop in protection to allow for a safer, more comfortable experience for cyclists along this busy arterial road. Because there is no existing cycle lane, painted or otherwise, along Meridian Ave N, we propose a high quality infrastructure solution that could be further developed and upgraded in the future. This would take the form of a two-way cycle track along the western edge of Meridian, to reduce conflicts with Seattle Fire Department vehicles turning out of the new Northgate Fire Station. This would also preclude further upgrades, detailed in section 2.
 - b) We additionally propose extending the Bike+ lanes to N 120th St, to connect with the Ashworth Neighborhood greenway. This would allow for a safer, more protected experience for cyclists travelling along Meridian Ave N, and not force them to either share the road with automobiles or use unprotected painted lanes.

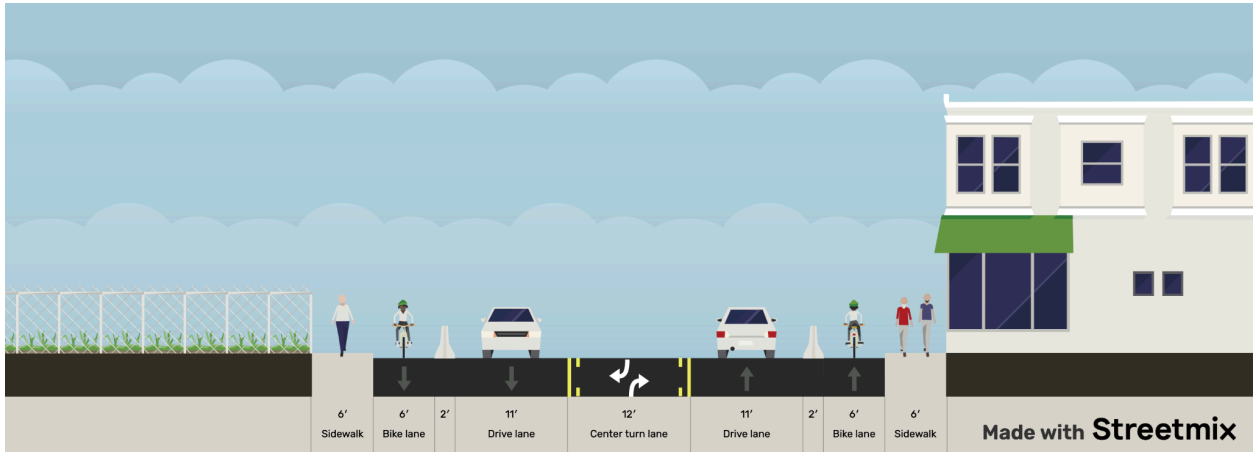


Figure 1-5. Typical extruded barrier protected bicycle lane on Meridian Ave N (62' ROW)

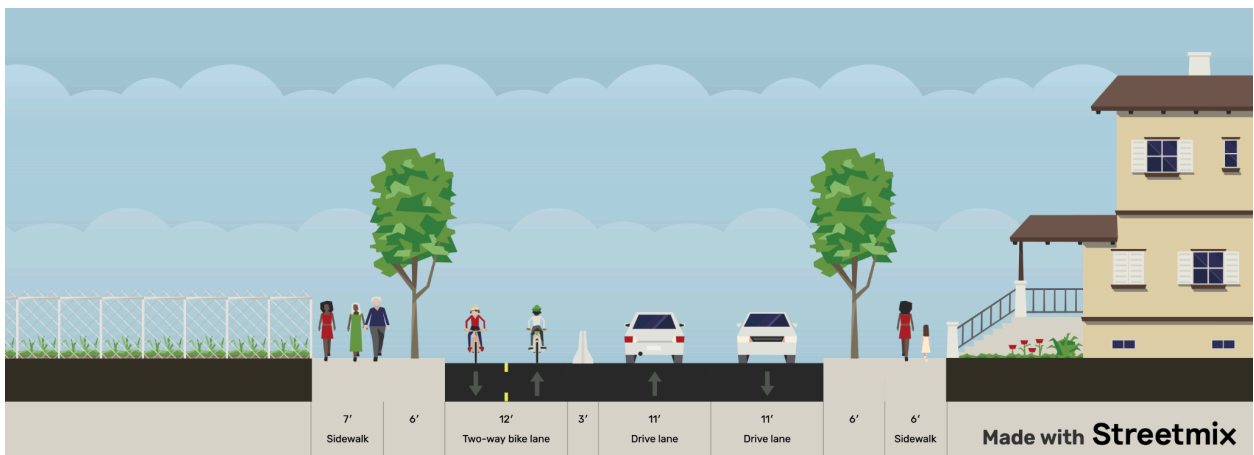


Figure 1-6. Suggested at grade or raised cycletrack configuration along N 115th St (62' ROW)

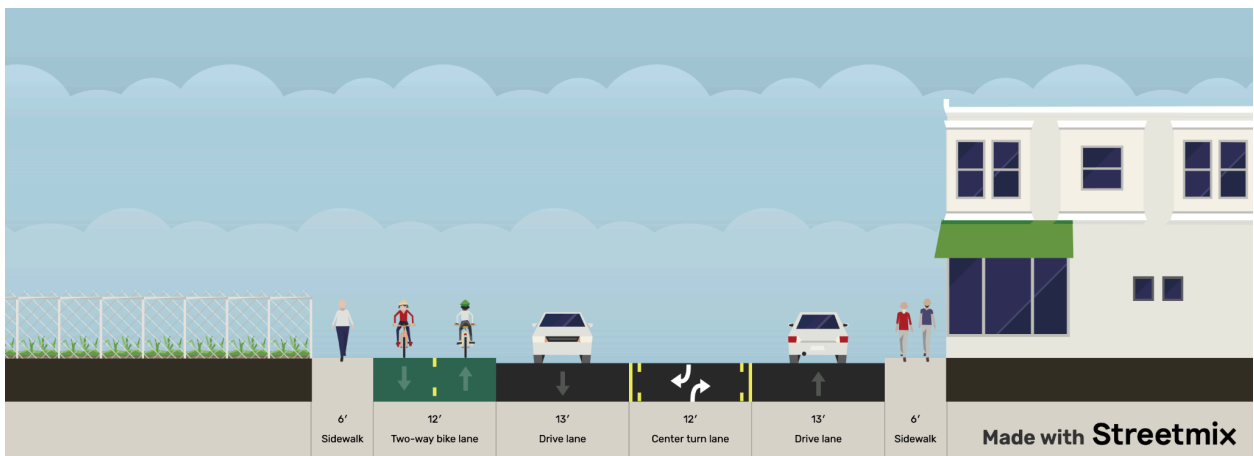


Figure 1-7. Suggested at grade or raised cycletrack configuration along Meridian Ave N (62' ROW)

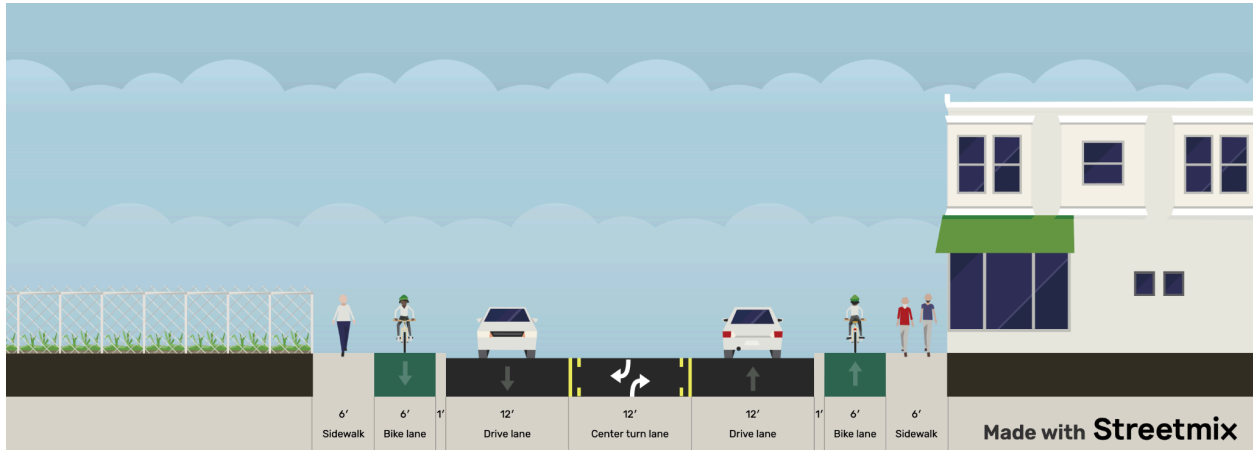


Figure 1-8. Alternate unidirectional raised lanes on both sides of Meridian Ave N

2) Raised Cycle Track/Lanes (Figures 1-6 - 1-8)

- a) We propose installing a 10-12' wide bidirectional, separated protected cycle track along the western side of Meridian Ave, from the N 100th St Greenway to at least N 115th St. This configuration is proposed to eliminate conflict points between cyclists and automobiles making turns onto the Freeway on ramps, exiting fire apparatus at the currently under construction station at 11302 Meridian Ave N, as well as to provide conflict free access to the Evergreen Washelli Cemetery. A bidirectional cycle track would require more infrastructure and construction, including a redesigned bus stop at Meridian and N 115th st, to eliminate conflicts between cyclists and transit riders boarding the bus. This proposed bikeway could also extend to N 125th St, completing a vital connection and making the route safe for all modes of transportation. Precedence for this style of bikeway can be observed in the Northgate area along 1st Ave NE from N 92nd St to the pedestrian bridge at N 100th St.
- b) Alternately, to address safety concerns with a bidirectional cycle track, we suggest implementing raised, unidirectional cycle tracks on both sides of the street in the direction of travel. These would require similar infrastructure as the bidirectional cycle track, but are preferred for their lesser aesthetic impact and similarly high degree of safety when compared to a curb or Toronto barrier protected cycle lane. As the Northgate regional center grows and new, dense housing is built, access to Meridian from these buildings may present a challenge when using in-street protected cycle infrastructure. Raised lanes allow a degree of separation from automobiles while allowing

easier routes of access to be constructed to buildings. Precedent for this style of lane can be observed along NE Spring Boulevard in Bellevue, as well as along 7th Ave near Lenora St. in downtown Seattle.

Policy Foundation

Our recommendations align with the goals of the Seattle Transportation Plan (SDOT, 2024) in a variety of ways. They Lead with Safety, Maintain and Improve Connectivity, and promote Sustainability and Livability. Specific policies that pertain to our project aims and designs are detailed below:

S1, S3, CA1, CA2, CA5, PG1, PG2, PG5, PP1: Incorporating Vision Zero and approaches into every project and program by constructing new sidewalks, upgrading existing facilities, and providing bike lanes for all ages and abilities.

- a. Protected bicycle facilities along Meridian Ave N and N 115th St encourage use of bicycles by all ages and abilities by providing safe, comfortable facilities.
- b. Reallocation of street space for cyclists and pedestrians, by reconfiguration of lane channelization and introduction of new facilities, aligns with the goals of the City to provide greener, more accessible, and pedestrian oriented infrastructure.
- c. Introduction of hardened bicycle infrastructure reduces vehicle speeds by “road dieting”, or making the sides of the road more active and reducing the likelihood that an automobile driver will speed.

Measurable Impact

The measurable impact of the proposed treatments for Meridian Ave N and N 115th St would be to measurably enhance safe routes to school, increase ADA compliance and increase lane miles of bicycle lanes and sidewalks. Additionally, the inclusion of proper pedestrian and bike infrastructure will give opportunities for more active uses of space throughout the corridor, as well as a cohesive urban feel that is more similar to neighborhoods throughout North Seattle. Quality infrastructure along Meridian Ave N near single family houses also provides opportunities for new additions to the public right of way, such as planting strips and street trees that can add character to neighborhoods, provide shade and contribute to the City’s goal of 30% urban tree coverage citywide and 40% coverage for neighborhood residential zones. Additionally, bike infrastructure on N

115th St would replace ecoblocks that currently are placed in the shoulder, providing that same space filling effect while also providing for a more active, productive use of the street.

Relation to Planned Projects

These proposals mesh with and expand upon the Seattle Transportation Plan, which proposes Bike+ infrastructure on Meridian Ave N from Northgate Way to N 115th St as well as painted bike lanes on Meridian Ave N from N 115th st to N 130th St and on 115th st itself. The proposals build on that foundation by proposing fully protecting these vital corridors to create a safer and more coherent network.

Implementation

The construction lifecycle for similar projects can vary. On MLK Ave, the construction schedule took roughly two years to complete. This added new protected bicycle infrastructure that was built into the roadscape. Dearborn St received protected extruded curb (Toronto) style barriers for cyclists as part of a 2024 upgrade. This process was much shorter, taking only a weekend to install. This drop-in solution is relatively cheap compared to the more permanent cast in place concrete curbs, and can provide most if not all of the same protective effects.

II. ROOSEVELT WAY DE-ARTERIALIZATION

Issue

Roosevelt Way N is currently designated as an arterial, even though it carries low traffic volumes. The street lacks sidewalks nearly entirely, with few exceptions. Moreover, in its current state, users rolling along the street who are unable to use the narrow, unpaved shoulder are forced into the traffic lane. Through our engagement with the public as well as Northwest Greenways, a local neighborhood advocacy group, we have identified this as a popular walking path that people use for walking in the neighborhood. This leads to a need for more appropriate facilities for pedestrians. In public engagement, we also heard from Ingraham High School staff that this area suffers from a significant lack of open green space near campus for students to spend time in.

Additionally, as a result of its diagonal trajectory through the North Haller Lake street grid, Roosevelt Way N creates several six or more way intersections as shown in Figure 2-1. With all way stops or uninterrupted traffic on Roosevelt Way N, these nonstandard intersections may cause higher than average traffic conflicts. The risk is compounded by Roosevelt Way N's 25 mph speed limit, 5 mph over the surrounding streets, as a result of its arterial classification.

Goals

1. Improve safety for people walking and rolling, as well as access to both the under construction Link Pinehurst Station and the intersection of N 145th St and Aurora Ave N.
2. Provide more green space in the North Haller Lake/Pinehurst area to offset potential loss from development around the Link station.
3. Reduce through traffic of non-local motor vehicles on Roosevelt Way N.



Figure 2-1: Six way intersection on Roosevelt Way N

Project Description

This project primarily focuses on changing the official designation of Roosevelt Way NE to better fit the role that it actually serves. When first constructed, Roosevelt Way NE provided a quick and direct route to the University District, Eastlake, and ultimately Downtown Seattle. With the construction of I5 in the early 1960s, Roosevelt Way NE was split, no longer providing direct access to either the freeway or points further south. However, it is still designated as an arterial street. Because of this mismatch, it is treated as a more important throughput focused connection than the local street that it actually is.

Reclassifying it as a local street would unlock new types of treatments, such as traffic diversion, and even street vacation, making the street safer for all users. Figure 2-2 maps the key issues and proposed interventions

Project proposals ordered from low to high intensity. The low intensity proposal involves reclassifying Roosevelt Way NE, at least from Meridian Ave N to Aurora Ave N, as a local street, designating it as a healthy street, and installing traffic diverters to prevent through

traffic. Preliminary locations include the two Densmore Ave N locations, Interlake Ave, and Corliss Ave. It also involves installing sidewalks and curbs to a high standard to accommodate new development in the Pinehurst Urban Center and access to the Light Rail. Finally the installation of traffic circles at the intersections with Meridian Ave N and 3rd Ave N should be considered.

The high intensity proposal encompasses all of the changes made above, in addition to vacating and depaving sections of Roosevelt Way to become a linear park. The sections of the streets most suitable for such a transformation are those with no driveways and, thus, no absolutely necessary personal vehicle access. Such sections include the stretch between Wallingford Ave N and Courtland Pl N, the stretch between Meridian Ave N and Burke Ave N, and the stretch between Ashworth Ave N and Roslyn Pl N. Additionally, this proposal broaches the installation of a multimodal path through these areas to maintain neighborhood access along Roosevelt Way N and facilitate Non Motorized Transportation (NMT) access to the Pinehurst Light Rail Station.

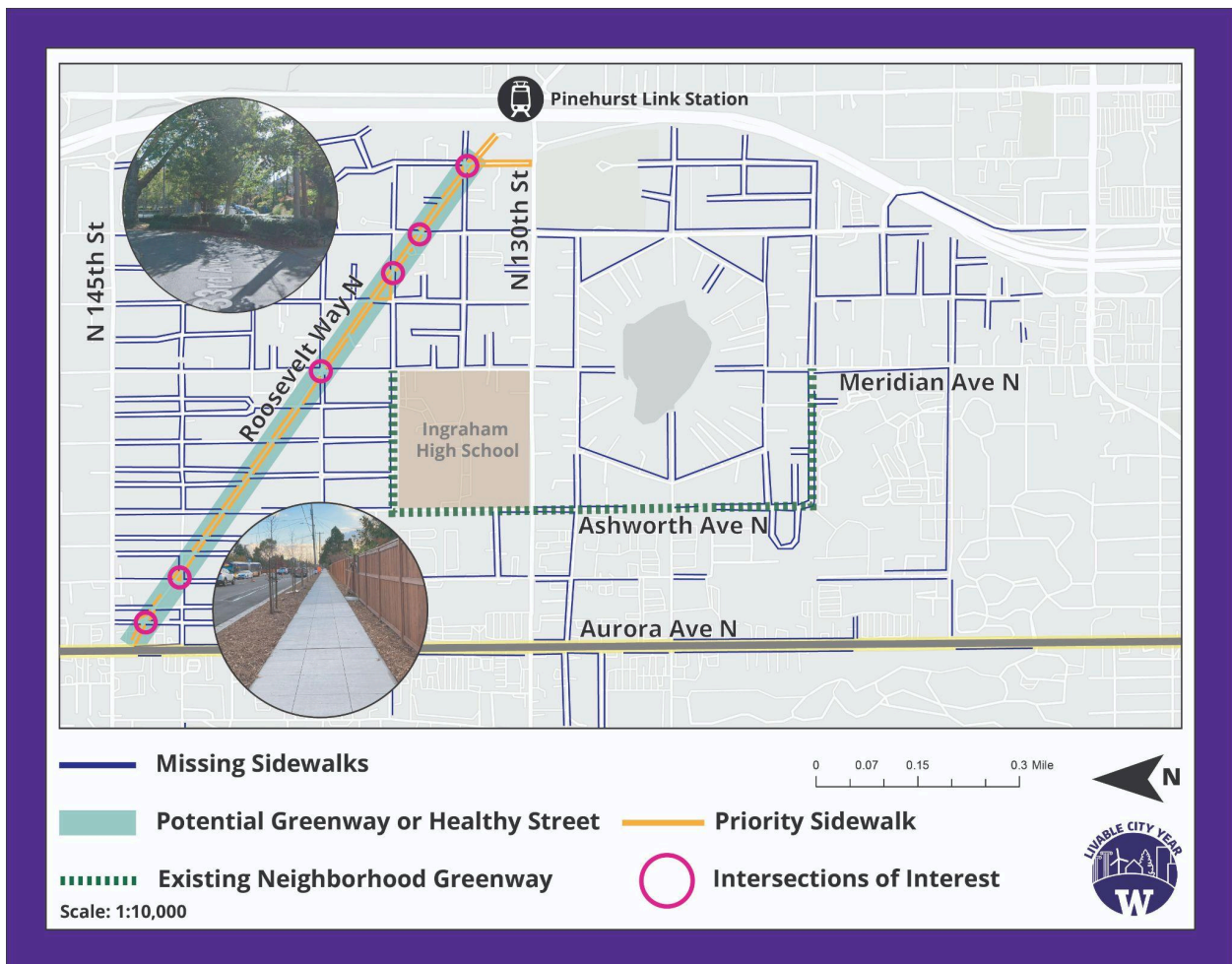


Figure 2-2: Map highlighting issues and selected proposals along Roosevelt Way N.

Policy Foundation

The proposed project is generally consistent with and would support City goals and policies related to community and neighborhoods. This part of Roosevelt Way N is currently used by the community as a pedestrian path for casual walking. Thus, converting this space to a multimodal path, potentially entirely excluding cars in some parts, and converting it to park space in some areas would formalize and accommodate an already existing use of the ROW.

- Roosevelt Way NE from 5th Ave N to Aurora Ave N is classified as a “collector arterial”. Collector arterials are generally “located within Urban Village or Centers” , with “moderate intensity retail, low intensity office and low to mid-rise residential” (Seattle Streets Illustrated, 2017; SDOT Design Standards, 2017).
- Road Segment Traffic Reports (SDOT Road Segment Report, 2026):
 - Roosevelt Way NE between Corliss Ave N and Meridian Ave N in January of 2025 saw between 239 to 295 vehicles during the peak periods of the day. Travel patterns tend to have high volumes going Northbound in the morning, with the reverse occurring in the evening peak period.
 - Roosevelt Way NE between Densmore Ave N and Ashworth Ave N in February of 2024 comparatively saw much lower volumes of traffic, with between 66 and 86 vehicles during peak periods. This suggests that access to Meridian Ave N from the Southeast portion of Roosevelt Way is an important connection, while traffic moving further north to Aurora Ave and 145th is less intense.
- Collector Arterials that are Urban Village mains have higher design standards to accommodate trucks and other commercial vehicles. To support a more dense and transit oriented development, both mandated by the new Pinehurst urban center as well as upzoning mandated by HB 1491, Roosevelt Way N should be brought to a high standard to provide a “main street” effect that can adequately accommodate increased walking, biking and rolling demand as well as automobile traffic needs in the area.
- As compared to the recommendations set forth in the Streets Illustrated Manual, the current design of Roosevelt Way N is dramatically underimproved. The Manual calls for 6 foot sidewalks on each side separated from the traffic lane by 6 foot landscape/furniture zones. Also called for are controlled safe crossings at at least one quarter mile frequencies. The changes proposed above would bring Roosevelt Way N significantly closer to complying with the Manual.

Measurable Impact

This project will have a measurable impact on the amount of parkland available in this area, as well as on traffic throughput, NMT use, and pedestrian safety rates. As established in conversations with community members during engagement meetings, this area lacks safe and practically accessible green space in proximity to Ingraham High School. The proposals put forth above would significantly expand the area of public green space nearby. Additionally, the traffic calming measures proposed would improve the safety of accessing this green space by redirecting traffic out of residential neighborhoods and onto arterial roads like N 130th St and N 145th St. By redesignating Roosevelt Way N, this proposal hopes to measurably change the neighborhood's modal distribution, shifting the ease of travel away from cars and towards non-motorized transportation.

Relation to Planned Projects

Currently, no projects of note are planned for Roosevelt Way NE in our study area. The closest improvements taking place right now are the multimodal station access improvements being constructed by SDOT and Sound Transit along N 130th St, Roosevelt Way NE (on the west side of Interstate 5), and N 125th St, to facilitate better access to the under construction Pinehurst light rail station. Currently, sidewalks along Roosevelt Way NE are either tier 3 or 4, except for the segment from Interlake Ave N to Aurora Ave N, on which all missing sidewalks are tier 2. This is due to its position near a major highway arterial as well as being contained in the Bitter Lake Urban Center. These tiers correspond to the phased order in which SDOT plans to replace these sidewalk segments as per the Pedestrian Element of the Seattle Transportation Plan, with lower tiers being assigned higher priority. Overall, pedestrian improvements along this corridor are of medium priority relative to other sections in the North Seattle area.

Some stretches of Roosevelt Way N may gradually be brought into compliance with Streets Illustrated as new development triggers ROW improvement, as seen on the South side of the street between Lenora Pl N and Stone Ave N or the North side between Burke Ave N and Meridian Ave N. However, as a result of code exceptions for certain residential developments under SMC 23.53.006 and SMC 23.53.015, this process is unlikely to occur quickly, nor is it likely to ever independently result in complete, unbroken pedestrian infrastructure to the entire street.

III. FREMONT AVENUE GREENWAY UPGRADES

Issue

South of N 110th St, the Interurban Trail, which intends to provide a non-motorized connection between Everett and Tacoma, runs along Fremont Ave N. While this section of Fremont Ave N is a permanently designated Neighborhood Greenway, it remains problematic as a right-of-way meant to provide safe and comfortable mobility for non-motorized transportation users. The primary issue with the street is that those walking, biking, and rolling are forced to share the right-of-way with cars. With regards to pedestrians, Fremont Ave N here has no sidewalks despite there being ample developable right-of-way width in the shoulders of the traffic lane. For cyclists and those rolling, the road furniture provided with the intention of traffic calming is inadequate. Cement planters are placed either without leaving space for cyclists to pass them on the right or with flex posts to prevent them from doing so. In both situations, this unnecessarily forces cyclists into potential conflict with oncoming traffic. In addition to this, this section has regularly spaced speed humps that stretch across almost the entirety of the paved street surface. Unlike speed cushions, these humps are unavoidable for cyclists unless they ride off the road on the shoulder, a proposition often made impossible by street-parked cars. Biking over these humps at speed is potentially dangerous for loaded commuters and inexperienced riders.

Goals

Improve the safe and seamless movement of non-motorized transportation modalities North to South along the West side of Aurora Ave N:

1. Improve the accessibility and safety of the right-of-way for pedestrians and mobility device users.
2. Reduce the through-traffic of cars along the street.
3. Improve the safety and comfort of bikes travelling in the traffic lane.
4. Reduce the number of traffic conflicts along the street and in intersections.
5. Provide the ROW amenities necessary to make non-motorized users feel catered to and welcome as users of the right-of-way.

Project Description

Our first objective is to fill Fremont Ave's sidewalk gaps. To achieve this, we recommend that the city consider utilizing curbless sidewalks as stopgap solutions until full curb, sidewalk, and drainage improvements can be made, as seen in Figure 3-1. We also recommend the city further focus on improving the accessibility of existing sidewalks through bringing all curb ramps along Fremont Ave into compliance with ADA requirements.

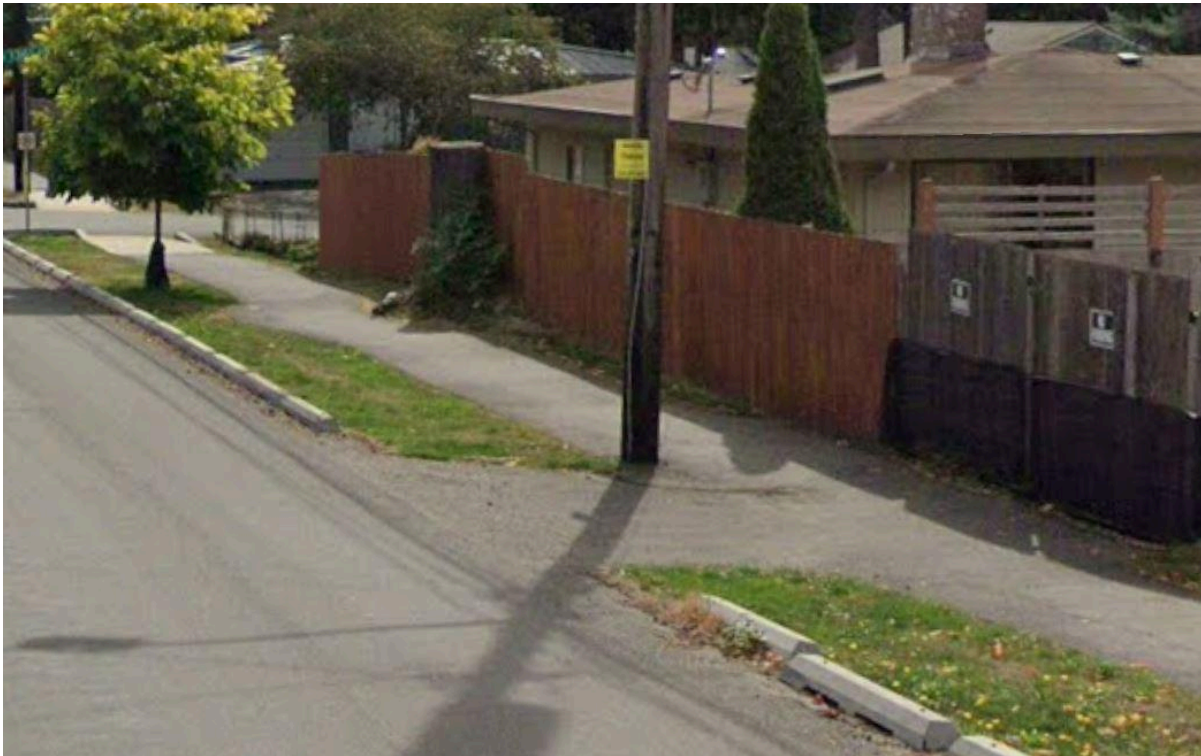


Figure 3-1. Curbless sidewalk along Ashworth Ave N.

In order to improve the experience of bicyclists along Fremont Ave N, we recommend that the city reorganize the street sign planters and street furniture to not block the edge of the street. This is important in order to make passing on the right side possible for bikes, improving the shareability of an otherwise narrow street. Figure 3-3 shows examples and locations of the street furnishings we recommend to be updated for better road navigation for bikes and pedestrians.

Another proposal in pursuit of facilitating bike travel is the exchanging of speed humps for speed cushions which are more hospitable to cyclists, as well as being better for emergency vehicles access. To allow bikes to consistently pass on the curb side of these cushions, 20 foot parking clearances should be enforced.

The city should also consider a broader restriction on parking along Fremont Ave N. Two-sided parking contributes to lane narrowing and adds visual clutter, both of which have been shown elsewhere to lower traffic speeds. However, some adjacent residents have reported that the traffic conflicts resulting from this narrowness and clutter has made biking along the road feel less safe. To address this concern, we recommend restriction of parking along Fremont to only one side at a time in order to widen and declutter the traffic lane, allowing more space for bikes and cars to maneuver.

Another concern brought forward by local residents is perceived car through-traffic along Fremont Ave N, despite its classification as a Healthy Street with local access only. The city could address this by installing one or more modal filters at intersections along Fremont between N 85th and N 105th to further reduce car traffic without impeding pedestrians or bikes, for example Figure 3-2. One option might take the form of triangular, curb-protected planting strips in the intersections with N 89th St and N 98th St which will divert all car traffic to turn East towards Aurora Ave N. These would be set at least 10 feet off of the West curb of Fremont to allow for two-way bike traffic to pass through unimpeded, as per the design recommended by the Streets Illustrated Manuals for a two-way object-separated bike lane. Alternatively, these could involve the installation of curb-protected planting strips diagonally across the intersection with N 97th, forcing South-bound traffic to turn West and North Bound traffic to turn East. The edges of the filter would be set back at least 5 feet from the curb face of the street, the minimum established by the Streets Illustrated Manual for one-way protected bike lanes, to allow for the passage of bikes: South-bound on the West side and North-bound on the East side.



Figure 3-2. Diagonal modal filter, Broadway E & E Edgar St.

Finally, a few other intersections along this stretch of Fremont Ave N would benefit from design changes. The two most notable are the major arterial intersections at N 105th St and N 85th St. While these intersections are already equipped with pedestrian push buttons, they would both benefit from additional push buttons at the curbsides to facilitate bike crossing requests. As for the minor intersection of Fremont Ave N & N 100th St, the stop signs entering the traffic circle from Fremont should be removed to make the intersection consistent with the rest of the minor intersections along the stretch.

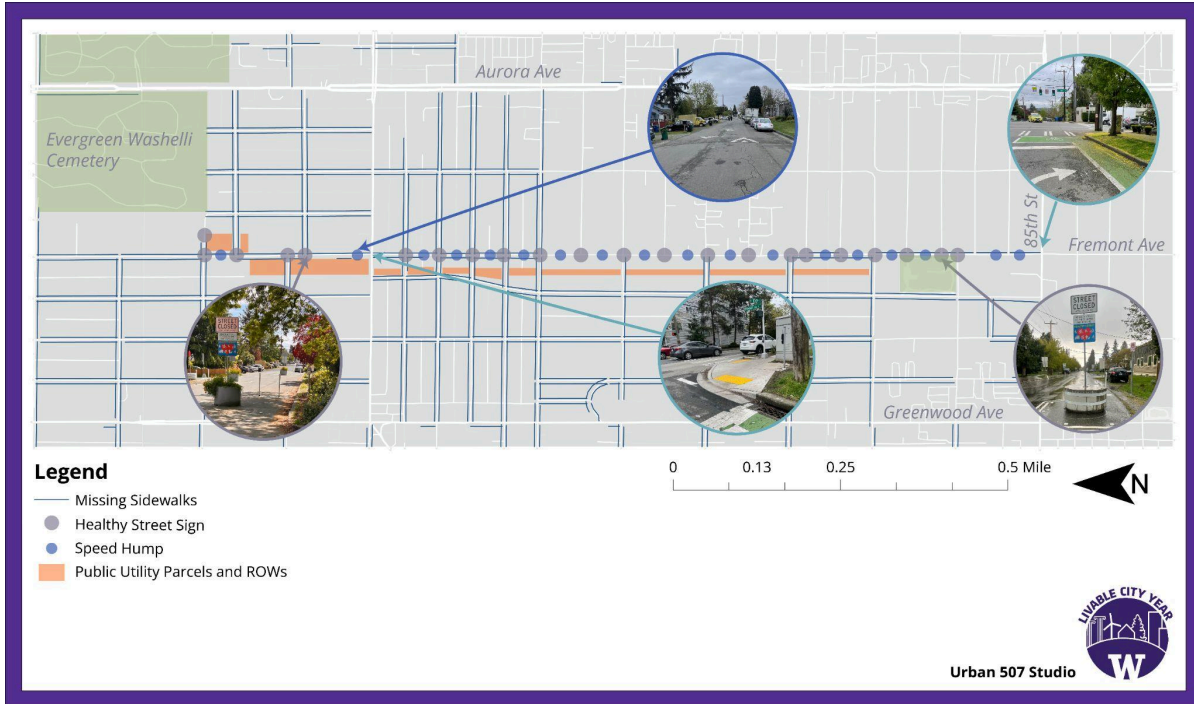


Figure 3-3. Map highlighting locations of selected issues along Fremont Ave N.

Policy Foundation

The proposed project is generally consistent with and would support City goals and policies related to community and neighborhoods by upgrading the current facilities on Fremont Ave N to be walkable by adding sidewalks. The proposed project is also in line with the city's goal of climate and sustainability by proposing a safer pathway for bicycles that encourages more people to choose a more sustainable mode of transportation.

Connections to Seattle Transportation Plan include (SDOT, 2024):

- a. PS1, P3, P10, P13, B3, and B9 which variably call for the incorporation of Vision Zero and approaches into every project and program by constructing new sidewalks, upgrading existing facilities, and providing bike lanes for all ages and abilities.
 - i. Reducing traffic conflicts by filling sidewalk gaps and reducing through-traffic with modal filters is directly in service of Seattle's Vision Zero. The rest of the proposed changes may fairly be described as upgrades to existing facilities, many of which directly support the use of bikers of all ages and abilities.
- b. PS33, PS42, PS45, P52, B43, and B46 which variably call for the operation of the transportation system to encourage and facilitate, and sustainable travel choices in addition to making it comfortable, convenient, and direct.

- i. Making sure that non-motorized users of Fremont Ave N feel catered to is an essential element of encouraging and facilitating sustainable travel. As an already relatively direct non-motorized route, these improvements mostly focus on improving the comfort and convenience of Fremont Ave N.
- c. P58 and B58 which variably call for the reallocation of street space currently used for parking and general-purpose travel to support other uses like walking and biking.
 - i. One-siding parking along Fremont Ave N would be an excellent example of the reclamation of a motorized vehicle centric use for the potential benefit of non-motorized users.

Measurable Impact

The success and impact of this project can be measured through the increase in multimodal level of service, accessibility, and traffic safety along Fremont Avenue N. Building sidewalks where they are currently absent along the street and bringing all curb ramps into ADA compliance will create improved pedestrian infrastructure that increases the multimodality of the already designated health street (US DOJ, 2010). As well, improving the street furnishings to be more bicycle friendly will increase the multimodal level of service for cyclists. This project would measurably increase the percentage of North Aurora residents who have access to safe non-motorized transportation and recreation options.

Relation to Planned Projects

Most recent greenway design standards already address some of the concerns we have identified and speed cushions have become the default instead of speed humps since the initial conversion of Fremont Ave N to a Neighborhood Greenway. Since Fremont Ave N was designated and designed as a Neighborhood Greenway in 2014, updated in 2017, the alterations to the street in order to convert it to a Neighborhood Greenway may not have been implemented as they would have if it had been converted more recently. Seattle has established a sidewalk construction priority system for missing sidewalks, however the areas of missing sidewalks on Fremont Avenue N are priority 3 or 4 on the scale of 1 to 5 (SDOT, 2025). This aligns with our recommendation to construct sidewalks in this gap to provide better pedestrian access on the Neighborhood Greenway. The most recent guidelines from Seattle's Streets Illustrated discuss separating pedestrian travel from the main traffic area, as well as from the bicycle path, whenever possible and space allowed (SDOT, 2017). Streets Illustrated designates construction of new sidewalks as a secondary element of Neighborhood Greenways (SDOT, 2017).

IV. FUNDING OPPORTUNITIES

We have identified several funding mechanisms that could be used for these projects, primarily through the 2024 Seattle Transportation Levy. This is not an exhaustive list and many of these projects may qualify for additional funding through SDOT, Washington State, or federal programs as well.

One potential source of funding, specifically for the Ashworth Greenway and the Fremont Greenway would be through Safe Routes to School programs. The Seattle Transportation Levy includes \$14 million of funding usable for interventions to improve safe routes to school. There are additional funding opportunities available through WSDOT's Safe Routes to School program as well as comparable federal programs.

An additional funding source that would likely be applicable to all project areas is the \$39.5 million Neighborhood-Initiated Safety Partnership included for the first time in the 2024 Seattle Transportation Levy. It is intended to support the highest equity neighborhoods develop safety interventions to improve pedestrian and cycling safety. As all of our projects are located in either second or highest equity priority neighborhoods, they would likely qualify for this funding. According to the 2025 Seattle Transportation Levy Annual Report, only \$524,695 of the available \$4,776,377 for the year was utilized. This is currently a heavily underutilized funding mechanism that seems in need of projects to support and our identified projects fit directly with the goals of this program.

The Transportation Levy's \$70 million Vision Zero funding covers programs aimed at delivering safety improvements in high-collision areas would be a potential source of funding as well. The North Aurora corridor is one of the highest crash corridors in the city of Seattle and these projects, especially Fremont and Cemetery Connections are aimed at improving mobility outside of North Aurora in order to encourage more pedestrians and cyclists to move throughout the area on safe, traffic calmed streets rather than on Aurora Ave N itself. Therefore, construction of these projects would help the city with its goal of reducing and eliminating traffic deaths within the city of Seattle.

Finally, the recently created District Project Fund can potentially help support one or more of these projects. This is a newly created fund which allocates \$1 million per district per year, at the discretion of the district's current city councilmember. Therefore, this funding would require specific buy-in from the district's current councilmember to allocate some of their available funds for the project.

V. EQUITY AND DISPLACEMENT IMPACTS

Populations and Residential Displacement

The project sites are primarily within publicly-owned existing right-of-way, with the exception of cemetery and hospital spaces. This means that the projects will not directly cause physical displacement of residents or businesses. While direct physical displacement is unlikely, gradual economic displacement is more plausible. Research suggests there is not a direct causal relationship between cycling infrastructure by itself and gentrification (Ferenchak & Marshall, 2021). Other research shows that sidewalks are correlated with gentrification, typically as part of broad economic and infrastructure changes (Abdi et. al., 2025). However, in Seattle’s changing urban landscape micro-level effects are less clear.

Seattle recently upzoned Neighborhood Residential (NR) districts allowing up to 4 units on most parcels, creating new development opportunities throughout our project sites. The project sites are almost entirely within NR zones. Infrastructure upgrades on any particular street could signal to developers to build on these streets rather than neighboring ones.

Portions of our project sites are within Highest Equity Priority areas which are typically home to many cost burdened low-income residents at risk of displacement. Despite displacement risk, City policy indicates that equity priority areas should be prioritized for infrastructure improvement to address historic disinvestment (Seattle Department of Transportation, 2024, Key Move TJ2). To help mitigate displacement, and ensure that projects are aligned with community needs, the Seattle Transportation Plan sets a goal to “Co-Create with Community” and explicitly calls for projects to “Center the voices of communities of color and underrepresented groups in planning and decision-making processes (Key Move TJ1). While this report has considered community needs, based on issues identified in our March 2026 Existing Conditions Report, the City should seek to further understand if these projects align with community needs and priorities. Additionally, the City could work to advertise anti-displacement programs to residents through the community engagement process and targeted advertising campaigns to connect residents with services such as Foreclosure Prevention loans, Utility Assistance, and more (Seattle Innovation and Performance Team, 2025).

Commercial and Cultural Displacement

NR zones rarely contain businesses. Businesses within our project sites are primarily home businesses. Commercial displacement is not a major concern for these projects, but specific cases are discussed below.

The project sites contain a variety of cultural landmarks and sacred/religious spaces. These places are primarily publicly owned or tax-exempt non-profits who are at low risk of economic displacement. Cultural, community, and religious organizations located along, or near project sites are discussed below. The City can consult with these organizations to understand if projects align with their needs and ensure cultural inclusion.

Roosevelt Way De-arterialization

The Roosevelt project takes place primarily along Census Tract 3 and partially along the border between Tracts 3 and 6.02. Both are listed as “Second Highest Equity Priority” (City of Seattle, 2024). Tract 3 has 22.2% of its residents listed as “Cost burdened low-income renters” (City of Seattle, 2022), putting the tract overall in the moderate risk category.

The project would take place entirely within City right-of-way, but special consideration needs to occur for the few housing units with driveways on Roosevelt Way N. Driveways occur sporadically at:

- Between Wallingford Ave N and Burke Ave N
- Densmore Ave N intersection with Roosevelt Way N
- Between Interlake Ave N and Aurora Ave N, frequent driveways occur.
- Commercial properties are located on Roosevelt Way N near Aurora Ave N, demanding special consideration.

The project area intersects with few known cultural sites. However one church and one daycare are located nearby the project which could be affected by changes to Roosevelt Way N. Additionally, businesses near Aurora Ave N will be particularly relevant.

- Refuge SDA Church, 14054 Wallingford Ave N
- Lil’ People’s World [Daycare], 13305 First Ave NE
- Superior Interiors [Kitchen Supply Store], 14338 Midvale Ave N
- Aurora Plumbing Supply Co., 14330 Aurora Ave N

Additionally, the following public schools include the project site in their service areas:

- James Baldwin Elementary School, Seattle Public Schools
- Robert Eagle Staff Middle School, Seattle Public Schools
- Ingraham High School, Seattle Public Schools

Fremont Avenue Greenway Upgrades

The northern section of the project from N 109th St to N 106th St has a median household income higher than Seattle overall, indicating that residents here could be well positioned to benefit from increased property values. The southern portion of the project includes Census Tract 13, from N 106th St to N 95th St, which is listed as a Highest Equity Priority tract by the City (City of Seattle, 2024). Tract 13 is also listed in the Displacement Index as moderately at-risk, having 25% of its households as low-income cost burdened (City of Seattle, 2022). Some residents are at risk of economic displacement due to increased property values.

The project area intersects with several community hubs, cultural organizations, and sacred places. The City may want to consult with these organizations to understand how the project would impact them or whether it meets their needs. Organizations include:

- North Seattle Boys and Girls Club, 8635 Fremont Ave N
- Oak Lake Baptist Church, 901 N 96th St
- The Early Learning and Development Center, 603 N 103rd St
- Licton Springs Community Council, <https://lictonsprings.org/>

Additionally, the following public schools include the project site in their service areas:

- Broadview Thompson K-8, Seattle Public Schools
- Robert Eagle Staff Middle School, Seattle Public Schools
- Ingraham High School, Seattle Public Schools

Cemetery Connections Initiative

This series of projects passes through, or runs adjacent to a variety of communities and cultures. The Northern section of the project runs through the center of Census tract 6.02, which holds both the Haller Lake neighborhood and two mobile home parks. The Haller Lake community is a well established family residential neighborhood organized through the Haller Lake Community Club. 39% of households in Haller Lake have children, more than any other neighborhood in the North Aurora Study area (Urban 506 North Aurora Studio, 2026). This indicates that non-motorized transportation is particularly important here, so young people can safely and independently travel around their community.

Also within tract 6.02 are the Bella Bee and Halcyon mobile home parks, the last such parks within Seattle proper.

After passing through tract 6.02, the project connects through UW Medical Center and Evergreen Washelli Cemetery. Washelli is an important cultural landmark, which contains several distinct religious denominational sections within its walls. During preliminary conversations, the cemetery operators indicated a strong desire to become a multi-purpose community space. They specifically indicated that they would be happy to welcome pass-through cyclists and pedestrians, particularly if they can acquire funding for wayfinding and gate improvements. The cemetery operator has the legal right to decide how to use its land, but the City should consider consulting with religious communities adjacent to any cemetery route formally incorporated into City transportation maps.

Finally, after passing through Washelli, the project site enters Census tract 13. Demographics for this community are discussed above.

For all segments of this project, the City should consider consulting with these organizations and businesses who serve or are located along the project area:

- Refuge SDA Church, 14054 Wallingford Ave N
- Haller Lake Community Club, 12579 Densmore Ave N
- Halcyon and Bella Bee Mobile Home Park residents, 12200 Stone Ave N
- University of Washington Medical Center, 1550 N 115th St
- Bikur Cholim Machzikay Hadath Orthodox Synagogue [Operates a denominational sector of Washelli Cemetery], <https://bcmhseattle.org/>
- Orthodox Brotherly Cemetery of Saint Nicholas [Overseeing religious community unknown]
- Businesses on Meridian Ave N between N Northgate Way and N 113th St, consult Google Maps or Seattle Business License data for information on the 10 or more businesses operating in this commercial area.
- Saint Nectaros American Orthodox Cathedral, 10300 Ashworth Ave N
- Blue Heron Zen Community, 10303 Densmore Ave N
- Native tribes and organizations who contributed to the nomination of Licton Springs as a Historic Landmark, see Landmarks Preservation Board (2019) in citations
- North Seattle College, 9600 College Way N
- Licton Springs Community Council, <https://lictonsprings.org/>

Additionally, the following public schools include the project site in their service areas:

- Broadview Thompson K-8, Seattle Public Schools
- Robert Eagle Staff Middle School, Seattle Public Schools
- Ingraham High School, Seattle Public Schools

VI. COMMUNITY ENGAGEMENT

Overview

The URBAN 507 Studio team was invited to participate in two open-house community engagement events alongside City of Seattle departments and community organizations. Events took place on May 27, 2026 at Robert Eagle Staff Middle School and on June 6, 2026 at Bitter Lake Community Center. At both events, the Mobility Team's goals were to:

1. Get feedback on our projects
2. Understand how residents move through their neighborhoods, and what challenges and opportunities from that.
3. Facilitate open-ended conversations about how to improve mobility in the North Aurora area.

Given the short time between engagement events and the end of the academic quarter, the team was only able to incorporate community feedback into project recommendations in a limited way. However, themes from engagement, as well as a variety of specific comments are noted below.

What We Shared

At both events we brought a 5 foot long "activity map" where residents were instructed to draw their route getting to the event (figure 6-1 and 6-2). Participants used blue for walking, green for cycling, red for transit, and brown for driving. This activity allowed us to visualize how residents move through their neighborhoods and identify gaps. It also facilitated conversation by allowing participants to discuss their route. Additionally, the large, colorful map made it easy for people to point out specific sites for discussion.

The second display we brought to the community was large format poster boards with maps displaying the project recommendations described above. Poster boards included a designated spot for sticky note comments and were intended to facilitate conversation about the project. Additionally, 8.5x11 handouts were provided which showed a small version of the map and additional written details. At the May 27 event, posters for Cemetery Connection Initiative and Fremont Avenue Greenway Upgrade were displayed. At the June 6 event posters for Cemetery Connection Initiative and Roosevelt Way De-arterialization were displayed.

At both events, we offered free bicycle tune-ups as a way to give back to the community in exchange for their feedback and to entice participation from people who might not otherwise attend the events. The tune-ups took place in an outdoor area connected to the event room. The bike mechanic conducting tune-ups was a member of the Mobility team and used their time with community members to have open-ended discussions about bicycle mobility in the area. Themes from these conversations are included below.



Figure 6-1. May 27 Activity map with community drawn routes



Figure 6-2. June 6 Activity map with community drawn routes.

What We Heard

The May 27 event recorded 60 interactions with community members, 10 handouts distributed, and 0 bicycle tune-ups.

The June 6 event recorded 28 interactions with community members, 9 handouts distributed, and 7 bicycle tune-ups.

The key themes from conversation and written material were:

- Many community members are afraid of walking or cycling on Aurora Ave N, especially at night.
- Crossing Aurora Ave N is particularly challenging. One woman with a mobility aid described having to be selective about which crosswalks she used due to short light timers.
- Residents reported using a variety of modes to move around the community, but most participants drove to the engagement events.
- Residents who enjoy walking around their neighborhood will almost always drive if they need to visit a business on Aurora Ave N, even if it is a very short distance.
- Community members generally avoid travelling along Aurora Ave N by all modes (except public transit). When driving, cycling, or walking, community members will travel along parallel streets until they reach their destination or a preferred crossing location.
- Parents tend to let their children walk or bike to school, with some apprehension over safety concerns.
 - While no parents reported disallowing their kids from walking/biking, two parents reported that “many other parents” don’t allow their kids to walk/bike to school.
- Crime is a major concern, multiple residents reported bike theft in the area.
- Community members expressed different opinions over the makeshift “barricades” blocking traffic on local streets in response to shootings.
 - Some tentatively support them, while others express that mobility is already very challenging in the area and this makes this worse, particularly for drivers.
- Community members are generally supportive of the Roosevelt De-arterialization project
 - Some expressed concern of closing traffic here.

- Community members are supportive of the Fremont Avenue Greenway Improvement Project
 - Some residents liked the idea of replacing speed humps with speed cushions, but noted that cushions need a clear space free from parked cars.
 - One family said that parking should be removed from one side of Fremont Avenue, as a combination of sidewalks, parking, and bike traffic creates conflict.
 - Multiple people reported cycling adjacent streets, rather than the Fremont Ave N Greenway, due to traffic congestion on Fremont.
 - One resident pointed out that while traveling through the Greenway, the only 4-way stop is at N 100th St, they frequently see cyclists ignore the stop sign.
 - Several residents expressed support for extending the Interurban trail onto the existing Seattle City Light right-of-way.
 - Multiple people felt that the intersection where the Interurban Trail connects with the Fremont Ave N Greenway is a very dangerous intersection for cyclists and cars.
 - Several residents felt that the existing street planters created mobility issues for cyclists.
- Community members support the idea of improving mobility access through Evergreen-Washelli Cemetery.
 - While nobody spoke against the idea, some residents expressed concerns related to lack of lighting, possible crime, and being unsure if they were allowed to go into the cemetery or not.
 - Residents mention the lack of convenient and ADA accessible entrances, and lack of signage to help navigate through the cemetery.

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