



Neighborhood Street Fund
Holman Rd NW and 13th Ave NW New Signal Project
Public Meeting Summary
July 19, 2017



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PROJECT BACKGROUND

Community members concerned about the safety of students crossing Holman Rd NW submitted an application to the Seattle Department of Transportation's (SDOT) Neighborhood Street Fund (NSF) Program to install a pedestrian-activated signal on Holman Rd NW at 13th Ave NW. There are currently no signalized crossings along the half mile stretch between Holman Rd NW and 6th Ave NW (where the QFC is located) and the top of the hill at Holman Rd NW and Mary Ave NW.

In 2016, the Holman Rd NW and 13th Ave NW Signal project was one of 12 selected by the Levy to Move Seattle Oversight Committee to be funded through SDOT's NSF program.

EVENT OVERVIEW

During outreach for the early design phase of this project in March – May of 2017, we received a large number of emails and phone calls from community members opposed to removal of the pedestrian bridge over Holman Rd NW. A community-drafted petition to keep the bridge was also circulated and emailed to SDOT, and a large volume of correspondence was sent to Councilmember Mike O'Brien (District 6).

To provide a forum to hear from the community, SDOT and Councilmember O'Brien organized a public meeting to share information and answer questions about why we are considering removing the pedestrian overpass. This public meeting was held on Wednesday, July 19, 2017, in the gymnasium of the Crown Hill Center (aka Small Faces Child Development Center) from 5:30 to 7 PM with the following agenda:

5:30–6 PM	Open house
6–6:20 PM	Opening remarks: Councilmember Mike O'Brien Community perspective: Ben Leong (Small Faces Preschool) Project information: Mark Bandy (SDOT)
6:20–6:30 PM	Discussion of most frequently submitted questions (top 3)
6:30–6:55 PM	Open question and answer session
6:55–7 PM	Next steps

Event Goals

- Inform participants about the project's purpose, need, and early design concept
- Answer community questions
- Listen to and understand community concerns about the project
- Identify and communicate next steps

Event Format

As meeting attendees arrived for the open house portion of the event, they were greeted at the door, asked to sign in, and provided a comment form. Meeting participants were asked to write down the question/s they would like answered during the presentation, and to submit that comment form prior to the presentation. We then identified 3 of the most frequently asked questions and addressed those in front of the group. The comment form also included space for other questions and comments.

We shared 8 display boards, placed around the room for viewing during the open house portion of the event:

1. Welcome: Meeting Agenda
2. Project History
3. What We've Heard
4. North Seattle Neighborhood Greenway: Opportunities and trade-offs
5. Neighborhood Street Fund (NSF) Proposal: Opportunities and trade-offs
6. Recommended Concept: Opportunities and trade-offs
7. Design Considerations
8. Examples of Similar Crossings Near Schools



Some community members also created a board that was displayed during the meeting.

Councilmember Mike O'Brien opened the presentation and welcomed the group, followed by a statement from Ben Leong of Small Faces Preschool. Mark Bandy (SDOT) gave a presentation that followed the format and content of the display boards listed above. After answering the 3 most frequently asked comment form questions, Mark, assisted by Dawn Schellenberg (SDOT) opened the floor to a 40-minute question and answer session.

Please see Appendix B for reproductions of materials presented at the meeting.

WHAT WE HEARD – QUESTIONS AND COMMENTS

Over 50 people signed in at the public meeting. During the open house, we asked attendees to fill out and turn in the comment form before the presentation to note their questions and comments.

Using the comment forms that were submitted during the open house, we identified the following as 3 of the most frequently asked questions and addressed those in the presentation:

1. It seems like the choice is the bridge or the signal crossing. Can we have both?
2. Why can't the crossings at Holman Rd NW and NW 87th and Holman Rd NW and Mary Ave NW be used instead?
3. Does the bridge removal have anything to do with freight?

Key Themes

Through conversations during the open house, the question and answer session and written feedback, several key themes emerged. All comments are summarized below:

Keep the pedestrian overpass and install the signal below it

Of the people who commented, most expressed support for keeping the pedestrian overpass and installing the crossing signal below, saying this would allow people who feel safer on the bridge to use it while providing an option for people in wheelchairs, on bikes and/or with strollers to safely cross at street level. Many people commented that a pedestrian overpass is the safest way for people to cross a street and wondered why SDOT would consider removing it.

Keep the pedestrian overpass, but do not install signal

Some people who supported keeping the pedestrian overpass were not in favor of adding the crossing signal below the pedestrian bridge. They suggested that existing crossings of Holman Rd NW at 87th Ave NW and Mary Ave NW are sufficient. Some also expressed concern that a new signal will cause additional traffic congestion on Holman Rd NW.

Retain pedestrian overpass as a Crown Hill landmark

Many people showed support for the pedestrian overpass as a Crown Hill landmark. People also expressed their appreciation of the bridge as a place to view sunsets and the moon.

Remove the pedestrian overpass

One person commented that the pedestrian bridge should be removed and replaced with a signalized crosswalk, stating that this structure is antiquated and blocks views.

Add more sidewalks in the neighborhood

Multiple people commented on the need for more sidewalks in the neighborhood and suggested they should be installed as part of the North Seattle Neighborhood Greenway project.

Address vehicle speeds on Holman Rd NW

We received many comments about the speed limit on Holman Rd NW. Multiple people requested that the speed limit be reduced to 25 mph or 30 mph on Holman Rd NW. One person asked about the status of the Vision Zero speed study for Holman Rd NW. There were also requests to add more signalized crossings in the corridor to reduce speeds and increase safety. A few people requested that speed limits remain the same or be increased on Holman Rd NW to support east-west vehicle travel.

Maximize safety features of new signal

A few people commented on the importance of installing advance signage to alert drivers to the new traffic signal. Some people also had specific questions about how the light and crossing will be designed to maximize their visibility, especially in the morning and evening when the sun's glare peaks. Some suggested that the pedestrian overpass actually helps shield the sun, making the street-level crossing more visible.

Provide current traffic analysis and pedestrian overpass crossing data

We heard several questions/comments about the need for more data documenting current bridge usage, traffic volumes and patterns, pedestrian street crossings, and the safety and effectiveness of a signal at this location.

Address concerns that freight is the priority over pedestrian safety

Several people asked if the proposal to remove the bridge is being driven by the needs of freight. People suggested that removing the bridge and encouraging more freight along Holman Rd NW will make crossings less safe, and increase traffic congestion and air pollution.

See Appendix A for verbatim comments and questions submitted at the meeting.

APPENDIX A – COMMENTS AND QUESTIONS

Below are verbatim written responses to the following statement on the printed open house comment form: “Please share a question you would like answered after the presentation. We’ll answer 3 of the most frequently asked questions following our presentation and before opening the Q&A.”

In favor of keeping the pedestrian bridge

- Can we keep the bridge?
- I am the teacher of 5-year olds. They want to know why do you want to remove the overpass? They’re concerned with how they will cross.
- Comments from 5 year olds (written on one comment card):
 - “Keep it” – said 9 different children
 - “I don’t want them to take the sky bridge because it is fun and I can see tall” – 5 year old girl
 - “I want them to make a crosswalk with step lights if they take away the sky bridge, but the sky bridge is safe” – 5 year old girl
- We should be grateful to have it [bridge]. How much would it cost to build it today?

Safety Concerns

- How can SDOT justify taking away an extremely safe option for crossing an extremely busy street from people who are making use of it daily?
- Can you SLOW DOWN traffic speeds to 25 mph on Holman?
- How does SDOT/the City plan to add more pedestrian safety needed to accommodate the growth targeted for Crown Hill in the HALA/MHA/Urban Village growth strategy?
- If safety is a priority, will SDOT prioritize Urban Villages like ours that are being up-zoned and will grow rapidly for more pedestrian and transit infrastructure investments in the future as we grow? If not, why not?
- The overpass was built because a boy got hit on a level crossing in the same location. What makes a level crossing today safer than before the overpass?
- Why take out something that is 100% safe for something that is not?
- Vision Zero announced with great fanfare that Holman was set to go to 30 mph in fall 2015. Why has that not happened? This alone would go a long way to improving grade level crossing for

mobility impaired individuals. Background: 35 mph between Greenwood and N 14th, 30 mph West of 14th.

- Why is there a war on pedestrians? A light at QFC and another at 13th is not adequate.

Sidewalks in the neighborhood

- Why doesn't the proposed North Seattle Greenway include sidewalks? They are supposed to be pedestrian friendly.

Traffic analysis/data

- I think the crossover has to stay for the safety of our children. Has someone done the algorithms for how the traffic would change with the light?
- This will be the 4th crossing in 7 blocks distance from 85th to 92nd. Is traffic flow a priority because this is a major commuting thoroughfare?

Freight

- Does the bridge removal have anything to do with a freight corridor?
- I saw a cement truck go under the bridge earlier today. Commerce vs. safety?? We don't even have sidewalks.
- What is the width of oversized freight? Can they remain in two lanes or do they need a wider clearance?
- Has the Freight Board opined on the overpass?

Alternative Solutions

- Can the crossings that currently exist on Holman Road/15th be used for the bike crossing? There is a crossing at 1st Avenue NW and one at around Mary Ave NW Those streets might actually be easier for bike riders to use because they are not as steep as 92nd NW.
- Can we add another bridge along Holman Road?
- Why is the level signaled crossing at Mary Ave and 15th not considered?

Project Cost

- What will this cost? If that money is not spent on demolition – for what is it available?

Below are verbatim written responses to the following question on the printed open house comment form: “Are there other comments you’d like to leave for consideration? We’ll review all questions and comments received from the public meeting.”

In favor of keeping the pedestrian bridge

- Keep the bridge
- Please find a way to keep our overpass
- SURELY it will be less expensive than tearing it down!
- My neighbors have made the same points why you need to keep the overpass.
- Please listen to the taxpayers and concerned citizens of Seattle/Crown Hill and listen to the people who live here.
- Crosswalk positioning and light signal positioning will be critical. Shadow of the pedestrian bridge will be helpful to shield glare from sun late in the day.
- It seems like the choice is the bridge or the crossing but not both.
- My developmentally disabled son uses the overpass five days a week to commute home from his job downtown. He works, ironically enough, for SDOT. We worked extensively with Metro funded trainers to develop the safest possible route for him to commute to work. This project, inevitably will make his route less safe. There are intersections on Aurora Ave that combine a pedestrian bridge with a traffic light and a street level crossing. I don’t understand why this can’t be accomplished here.

In favor of removing the pedestrian bridge

- I would like to remove the pedestrian bridge and replace it with a signalized crosswalk. This is an old antiquated structure that blocks views.

Safety Concerns

- Lower speeds
- Add more crossings

Signalized crossing

- Warning lights before new stoplight is a great idea. I just came back from Lake Chelan and noticed that addition coming and going.
- Signal Light =

- More pollution worse traffic
- Dangerous in winter
- Irrate drivers

Sidewalks in the neighborhood

- A sidewalk is needed on 1st Ave NW from 87th – 90th and 92nd – 95th before turning east. On one side of the street at least. Everyone walks in the middle of the street. Street curbs from street to home property and are of little use. I've been to meetings for the last two years and have not received any information regarding sidewalks. No "sidewalk project" rep. Bob Overhus who has lived on my block for 72+ years said that residents living N. of 85th were promised sidewalks when it was annexed to Seattle. If you really care about safety as Mike O'Brien and Mark Bandy just said, I hope you will add some sort of pedestrian walkway.

Traffic analysis/data

- Usage data from SDOT does not seem to be accurate – statistically speaking. Some critical pressure needs to be put on this and additional data looked at.
- Hwy 99 corridor will be dramatically changing as the tunnel comes on line and the bulk of the traffic which now travels down 15th and Elliott to go on the viaduct will go on the East side of Queen Anne instead. It seems that the future volumes will change because of this.

Letter submitted at meeting from Ballard District Council



BALLARD DISTRICT COUNCIL
A WASHINGTON STATE NON-PROFIT CORPORATION

July 19, 2017

To: Rachel.McCaffrey@seattle.gov

To: Maribel.Cruz@seattle.gov

To: Mike.Obrien@seattle.gov

Re: Holman pedestrian crossing and overpass

Several member organizations of the Ballard District Council have been deeply involved in obtaining safety improvements for crossing Holman Road at 13th Ave NW. The installation of a raised concrete median with ADA curb cuts but without marked crosswalk paint or pedestrian warning signs for motorists has been a step backwards encouraging surface crossing through uncontrolled and often heavy traffic. The Ballard District Council membership backed and applauded the groups who doggedly applied for and eventually obtained support for crossing improvements through the Neighborhood Street Fund. Throughout this process the neighborhood's enthusiasm has been contingent upon the pedestrian overpass remaining as an inherently safe alternative for individuals and particularly for groups of children.

SDOT apparently interpreted one small sentence in the Freight Master Plan describing its Project #15 as a mandate for the overpass's removal, supposedly to improve freight mobility. Removing the overpass would actually hurt freight mobility, and traffic as well, by moving all pedestrian crossings to grade level. It takes a long time to safely move a group of 10-20 preschoolers across a 4 lane arterial. There are alternative routes for the very occasional, permit required, overheight load. The overpass even at only 8 to 11 inches higher than the 15th Ave W / Emerson Street Flyover does not impede any normal freight movement.

The overpass has safely served the community for more than 50 years. For several decades many individuals and local organizations have been working for surface crossing safety improvements for those who cannot or choose not to use the overpass. It is bizarre that City funds to the tune of 7 figures are readily available to remove an asset the community wants while we struggle to get a crosswalk light funded. The tail has taken to wagging the dog.

For the Ballard District Council,

Don Aupperle, President
206 940 6307 don.a@ballarddistrict.org

Questions and comments from Q&A session

- Why doesn't North Greenway include sidewalks?
- Does every crossing have to be ADA compliant?
- The grade on NW 92nd is steep
- East/West corridor is fast – adding a light would slow traffic
- Paramount to have ADA. Gold standard is grade separation
- Overpass is landmark in the neighborhood
- Why wasn't NW 90th selected for North Greenway route? It would help mitigate cut-through traffic from NW 86th
- Keep the bridge – if you need a signal then add it
- We need an assessment of who uses the crosswalk vs. the bridge
- There are different types of disability – pushing a button and determining if cars are coming is difficult for some – please keep them in mind
- Can we lower the speed limit?
- We like the bridge view
- Land use and keeping traffic moving – the bridge handles both of those issues
- Bringing people to street level and trees are making it hard to see
- Dibble Ave NW and 9th Ave NW on NW 92nd is not safe for pedestrians – urge sidewalks
- Removing bridge removes a visual that slows traffic
- Afraid drivers can't stop soon enough at a new signal
- Small Faces school would like the bridge and the signal

APPENDIX B - MATERIALS

Comment and Question Form



HOLMAN RD NW AND 13TH AVE NW
NEW SIGNAL PROJECT

PUBLIC MEETING, JULY 19, 2017
COMMENT FORM

Please share a question you would like answered after the presentation. We'll answer 3 of the most frequently asked questions following our presentation and before opening the Q&A.



HOLMAN RD NW AND 13TH AVE NW
NEW SIGNAL PROJECT

PUBLIC MEETING, JULY 19, 2017
COMMENT FORM

Are there other comments you'd like to leave for consideration? We'll review all questions and comments received from the public meeting.

SDOT Display Boards

We shared 8 display boards placed around the room for viewing during the open house portion of the event.

HOLMAN RD NW AND 13TH AVE NW NEW SIGNAL PROJECT

Welcome!

Please sign in, view the project boards, talk with project staff, and submit questions on the comment cards.

Agenda

5:30-6 PM Open house

6-6:20 PM **Opening remarks**
Councilmember Mike O'Brien

Community perspective
Small Faces Preschool

Project information
SDOT Representative

6:20-6:30 PM Discussion of most frequently submitted questions (top 3)

6:30-6:55 PM Open question and answer session

6:55-7 PM Next steps

PROJECT
INFORMATION
AND CONTACT

www.seattle.gov/transportation/NSFHolman.htm
NSFHolman@seattle.gov | (206) 733-9361
NSF Outreach Lead: Kristin Anderson



Seattle
Department of
Transportation

The Levy to
MOVE SEATTLE
A row of six icons representing different transit modes: a bus, a light rail train, a streetcar, a bicycle, a wheelchair, and a pedestrian.

HOLMAN RD NW AND 13TH AVE NW NEW SIGNAL PROJECT

Project History

1964 Pedestrian bridge constructed

2014 Holman Rd NW Paving Project

Pedestrian Master Plan gives Holman Rd NW highest ranking among areas needing improvements and Walkable Crown Hill requests pedestrian improvements

Project repaves road, installs median and curb ramps, repairs sidewalk spots, and improves bus zone and shelter

2016 Neighborhood Street Fund (NSF) application

Community requests a traffic signal at the intersection of Holman Rd NW and 13th Ave NW

2017 North Seattle Neighborhood Greenway

SDOT recommends signal at the intersection of Holman Rd NW and 13th Ave NW

Takeaway:

People want to cross at this location and there are good reasons to install a signal

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HOLMAN RD NW AND 13TH AVE NW NEW SIGNAL PROJECT

What We've Heard

- Keep the overpass and install the new signal on it
- Keep the overpass and put the new signal elsewhere
- Create a street-level signalized crossing at this intersection
- Make the pedestrian bridge ADA compliant
- The new signal will slow traffic
- Provide advance warning and signs for new signal crossing
- Street-level crossing is more convenient than the bridge
- Pedestrian-triggered lights react slowly; kids may not wait

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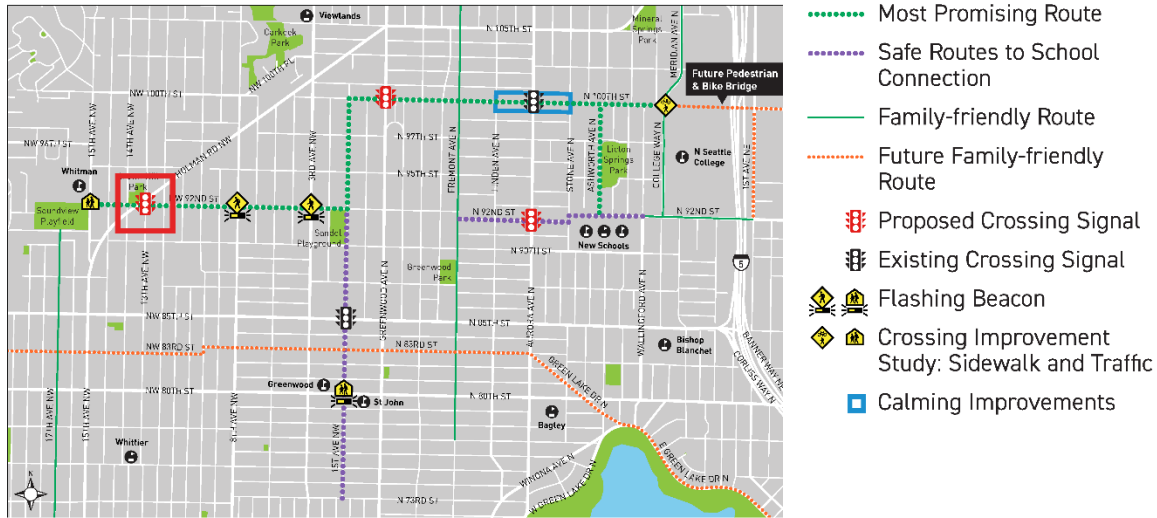


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The Levy to
MOVE SEATTLE
A row of five icons representing different transit modes: a bus, a light rail train, a streetcar, a ferry, and a pedestrian.

HOLMAN RD NW AND 13TH AVE NW NEW SIGNAL PROJECT

North Seattle Neighborhood Greenway MOST PROMISING ROUTE AND CROSSING



The North Seattle Neighborhood Greenway project identified 13th Ave NW as the preferred crossing of Holman Rd NW

Opportunities:

- Enhances safety of ADA compliant, street-level crossing
- Supports preference of survey respondents for crossing of Holman Rd at 13th Ave NW
- Overlaps with Neighborhood Street Fund grant for new signal
- Builds on improvements made by 2014 paving project (existing median island)

Trade-offs:

- Requires that people walking and biking wait to cross; pedestrian-triggered signal is not immediate
- Removes grade-separated crossing

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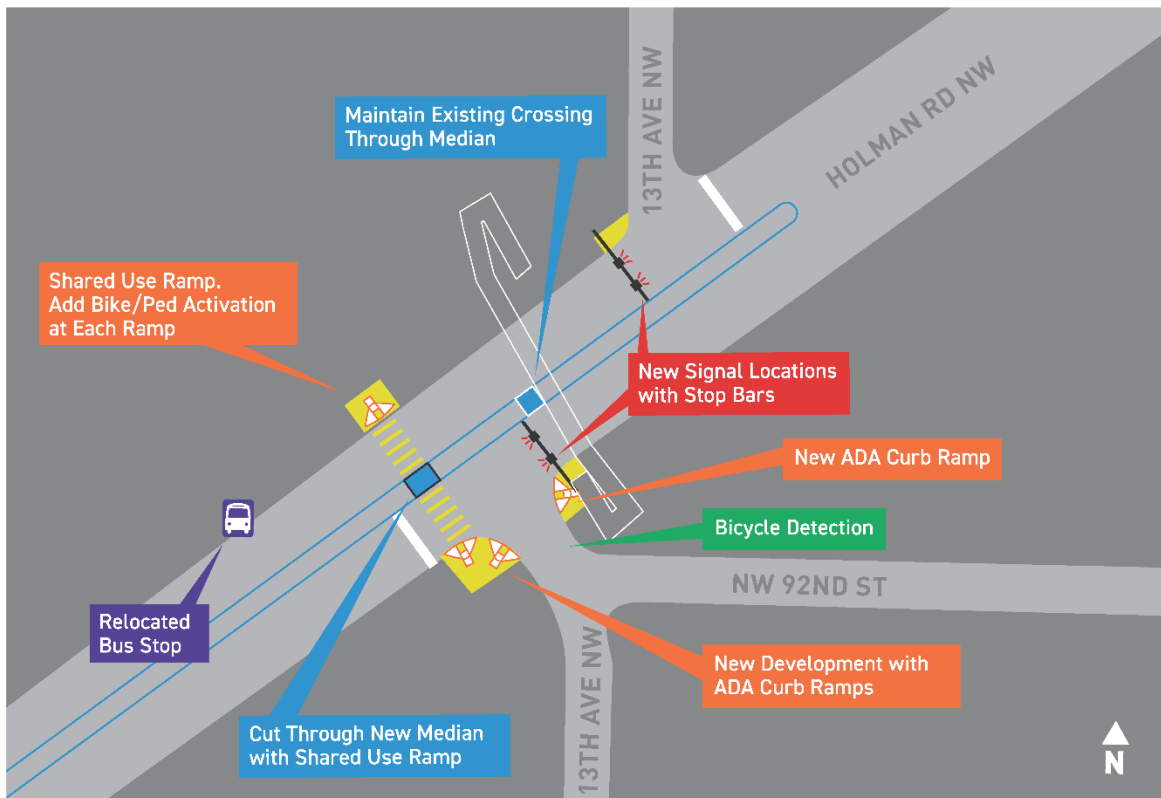


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Transportation

The Levy to
MOVE SEATTLE
Icons representing various transportation modes: wheelchair, stroller, bicycle, car, motorcycle, and pedestrian.

HOLMAN RD NW AND 13TH AVE NW NEW SIGNAL PROJECT

Neighborhood Street Fund (NSF) Proposal



Opportunities:

- Enhances safety of ADA compliant, street-level crossing
- Retains grade-separated crossing
- Builds on improvements made by 2014 paving project

Trade-offs:

- Shadow from pedestrian bridge and column locations make street-level crosswalk and people using it less visible
- Pedestrian bridge obscures driver sight lines

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HOLMAN RD NW AND 13TH AVE NW NEW SIGNAL PROJECT

Recommended Concept



Opportunities:

- Enhances safety of ADA compliant, street-level crossing
- Supports the planned N Seattle Neighborhood Greenway
- Makes Holman Rd NW a viable route for oversized vehicles
- Builds on improvements made by 2014 paving project

Trade-offs:

- Removes grade-separated crossing
- Requires that people walking and biking wait to cross; pedestrian-triggered signal is not immediate

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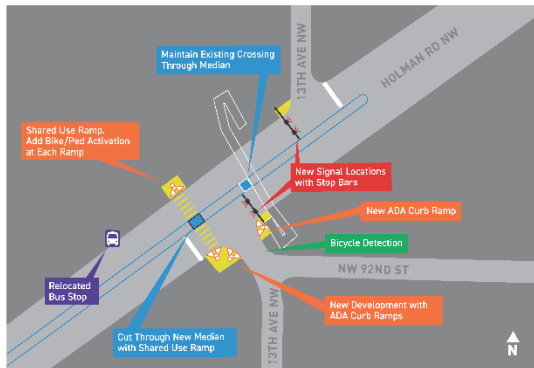


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The Levy to
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HOLMAN RD NW AND 13TH AVE NW NEW SIGNAL PROJECT

Design Considerations



NSF Proposal



Recommended Concept

- Visibility of crosswalk, traffic signals, and signs
- Driver expectations
- Intersection and stopping sight distance (smaller sight triangles allow drivers to focus and react better)

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The City of
MOVE SEATTLE


HOLMAN RD NW AND 13TH AVE NW NEW SIGNAL PROJECT

Examples of Similar Crossings Near Schools



Whitman Middle School
(Holman Rd at Mary Ave NW)



Viewlands Elementary School
(Holman Rd NW at
3rd Ave NW)



Broadview-Thomson K-8
(Greenwood Ave N at
N 132nd St)



Whittier Elementary School
(15th Ave NW at NW 75th St)

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Community Display Board

Some community members also created a board that was displayed during the meeting. The board included the following information:

16 The Seattle Times Thursday, Nov. 5, 1959

Children's Testimony Helps Convict Driver

Three school children testified against a North End man in Traffic Court yesterday. One was an 11-year-old boy who was struck in a school crosswalk October 2 by the man's automobile.

The children's testimony helped convict Chancery R. Hebert of reckless driving.

Hebert, 43, an unemployed merchant seaman, 432 W. 100th Place, was fined \$150 and his license was suspended for 60 days by Acting Judge Walter E. Webster, Jr.

Judge Webster struck charges of drunkenness, driving while under the influence of liquor and driving without a license.

John F. Dore, Hebert's attorney, gave notice of appeal. Testimony showed Hebert was driving in Holman Road at 13th Avenue Northwest, where he struck James Allan Blackwood, 11, of 9259 Sixth Av. N. W. James suffered a minor leg injury.

Young Blackwood testified a pedestrian traffic light was green for him when Hebert drove around another motorist who had stopped at a marked crosswalk. Two junior safety patrolmen were escorting children on their way home from Crown Hill Elementary School.

Ronald Paul Olsen, 10, of 1747 W. 100th St., and Stephanie Frances Wilson, 10, of 1101 Norcross Way, testified they were holding out their red flags to stop traffic when they saw the defendant's car approaching. They said they pulled back their flags to prevent other children from stepping into the street.

William Shaffer, 10023 35th Av. N. E., a witness, testified Hebert was traveling at a moderate rate of speed when James ran into the street. Shaffer said he did not notice the color of the traffic light.

Hebert testified he did not see the safety patrolmen. He said he thought the light was of the flashing caution type.

Patrolman Robert D. Elwell testified Hebert laid down 19 paces of skidmarks before he hit the boy in the crosswalk. Hebert's speech was slurred and he had a moderate odor of alcohol on his breath, Elwell said.

Hebert said he had drunk two highballs before lunch and was on the way to board a ship when the accident happened.

James is the son of Patrolman Donald J. Blackwood, who was a spectator in court.

Charges against John J. Snidarich, 45, a truck-driver, 2846 14th Av. W., of driving while under the influence of liquor and reckless driving, were stricken for lack of evidence.

Charges of negligent and hit-run driving against John A. Murch, 43, an investor, Edmonds, were stricken.

A negligent-driving charge against Mark D. Odal, 23, of 2727 E. 125th St., was stricken.

A charge against Frank C. Moore, 57, a clerk, Bellevue,

See photo →

of negligent driving, was reduced to a warning ticket. Persons convicted: Drunkenness, driving while under the influence of liquor and reckless driving—Willie J. Ceteznik, 46, retired, Renton, fined \$305; license suspended for 30 days.

Driving while under the influence of liquor and negligent driving (reduced from reckless; drunkenness stricken)—Arvey D. Gilkey, 47, janitor, 2303 E. Columbia St., fined \$175; license suspended for one year; 45 days in jail.

Driving while under the influence of liquor (reckless driving stricken)—James F. Prime, 29, Tacoma bus driver, who was driving a private vehicle, fined \$150; license suspended for 30 days.

Reckless driving, failure to obey a police officer and driving without a license—Rolen W. Holden, 19, singer and maintenance worker, 4146 38th Av. S., fined \$250; license suspended for one year.

Negligent and hit-run driving and driving without a license—John J. Hickey, 32, truck-driver, 1015 Lakeview Boulevard, fined \$80.

Hit-run driving and driving without a license (negligent driving stricken)—Milton S. Garred, 34, musician, 6931 30th Place S., fined \$50.

Negligent driving, two counts of failure to answer a citation and a parking violation (defective muffler and failure to answer a citation stricken)—Charles G. Cufley,

20, coastguardman, 3008 39th Av. W., fined \$38. Negligent driving and driving without a license—Thomas Leo, 53, laborer, 504 Fifth Av. S., fined \$100.

Negligent driving and defective equipment—Kenneth E. Hamilton, 21, salesman, 116 N. 49th St., fined \$28.

Negligent driving (reduced from reckless; driving while under the influence of liquor stricken)—Jack T. Ray, 19,

coastguardman, stationed aboard the icebreaker Northwind, fined \$50.

Negligent driving (reduced from reckless)—Anor Anderson, 33, of 3400 16th Av. S., fined \$50.

Negligent driving—David L. Weaver, 20, student, Seattle Pacific College, fined \$50.

Bail forfeitures: Drunkenness, driving while under the influence of liquor, reckless and hit-run driving

boy was struck by Hebert's car, suffering a minor leg injury. Stephanie and Ronald testified they were holding out their junior-safety-patrol flags to stop traffic when the accident happened. Hebert, convicted of reckless driving, gave notice of appeal through his attorney.—Times staff photo by Ron De Rosa.

and driving without a license—Vaughn C. La Prade, 32, show, A reading of 150 us-cleer, 815 15th Av. N., for-ally is considered a presumption of intoxication.

Negligent driving and driving without a license—William L. McKee, 61, of 5111 Maynard Av., forfeited \$50.

La Prade was driving September 5 in East Denny Way at 15th Avenue where he struck a parked car and drove away without identifying himself. He had a drunkome-

Belmont Av. N., forfeited \$30.

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\$329 With Trade

Nothing Down Only \$375 Per Week

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NOW you can buy **FERRO-SHEEN** for the same price as ordinary tape

...because **irish**

GREEN BAND RECORDING TAPE is now made by the exclusive **FERRO-SHEEN** process!

FERRO-SHEEN, exclusive with **Irish**, is the revolutionary magnetic tape manufacturing process which astounded the tape recording world when it was first introduced 18 months ago and has made ordinary coated tape old-fashioned, if not obsolete. **FERRO-SHEEN** gives **Irish** tape a mirror-smooth surface that never sheds gummy, abrasive oxide — making for higher fidelity, lower background noise, longer tape life, lower recorder wear and easier recorder maintenance. Thousands have paid a premium price for these unique advantages — but now that **Irish GREEN BAND** has joined the **FERRO-SHEEN** line, the best-engineered magnetic recording tape in the world is yours for not a penny more than ordinary coated tape.

PACIFIC ELECTRONICS 1209 FIRST AVE.

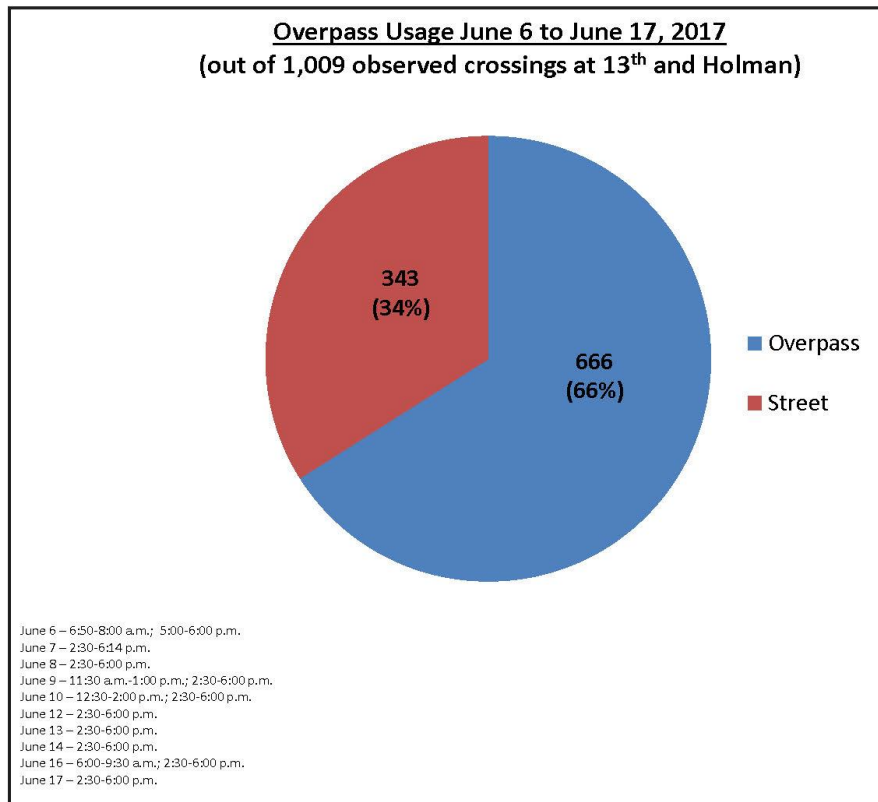
MU 2-5390



SAVE THE OVERPASS

Sign the Petition at:

<http://www.thepetitionsite.com/127/123/406/please-dont-remove-the-pedestrian-overpass-over-busy-holman-road-nw/>





FEELING FINE: James Blackwood, 11, sat up in bed at Seattle General Hospital today and said he felt fine. James was struck by an automobile yesterday as he was crossing Holman Road in a crosswalk guarded by two schoolboy patrolmen.

Boy Hit by Auto in Guarded Crosswalk; Driver Arrested

James Blackwood, 11, had of 432 W. 100th Place, was his second ride in an ambulance yesterday. James, son of Mr. and Mrs. Donald Blackwood, 9259 Sixth Av. N. W., suffered a leg injury at 3:15 o'clock yesterday afternoon. He was struck by an automobile in a school crosswalk guarded by two schoolboy patrolmen in Holman Road at 13th Avenue Northwest.

James, a fifth-grader at Crown Hill School, felt fine as he sat up in bed at Seattle General Hospital today. Attendents said they believe no bones were broken.

"I was first in a group of children crossing the street," James said. "One car was stopped but when I walked past that one another car hit me." Everything seemed to whirl around, James said, "and then it hit the pavement."

The driver, C. R. Hebert, 43,

James said he rode in an ambulance about a year ago after he fell out of a tree while playing. No bones were broken that time, either.

James' father is a Seattle policeman.

MAJOR STUDIO PREVIEW
★ COLISEUM ★
 9:15 P.M.

RIBBON CUT TODAY: Overpass Opens With School



South African Passport For Writer Refused

JOHANNESBURG, South Africa, Sept. 9. — (UPI) — The South African government today refused a passport to anti-African newsman, Nat Nakasa, to go to the United States on a Nieman Fellowship.

GOOD TIMING: Timed to coincide with the opening day of school, an overpass over Holman Road Northwest at 13th Avenue Northwest was opened this morning. It will serve pupils at Crown Hill Elementary and Whitman Junior High Schools. Mayor Urban cut a ribbon while city, school and P.T. A. representatives looked on. From left—Bill McGree, Crown Hill principal; Roy W. Morse, city Engineer; City Councilman Wing Luke; Braman; Mrs. Elke Finno, president of the Whitman P.T. A.; Mrs. Virgil Levorett, past president of the Crown Hill P.T. A.; Mrs. Donald Branchflower, president of the Crown Hill P.T. A.; Harold Hines, Whitman principal, and Dr. T. R. Kurtz of the Whitman P.T. A.—Times staff photo by Bruce McKim.

A 500-pound ox was barbecued to celebrate the cornerstone laying for the first Home and Senate wings on September 18, 1793.

BUY NOW