

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE:	
									at Location	Community Benefit
17-208	Low-cost sidewalk on S. Webster St.	A low cost sidewalk on the north side of the street would provide pedestrian separation and connect the sidewalk cut-through to Othello Park.	S Webster St between 46th Ave S and 45th Ave S	Low cost sidewalk - there is currently no sidewalk on either side of the street on this stretch which is a very well - used route to connect to the neighborhood from the Othello station, shops and park.	Many people use this route to walk and bike, cars would also benefit from having pedestrians in a predictable, separated space.	Othello	SDOT			
17-209	Three traffic circles at the intersections of 46th Ave S with S Webster St, S Holden St, and S Austin St.	Three traffic circles at the intersections of 46th Ave S with S Webster St, S Holden St, and S Austin St.	46th Ave S with S Webster St, S Holden St, and S Austin St.	Frequent speeding makes 46th Ave S dangerous for the many pedestrians and cyclists who use this corridor as a main route for accessing transit, Othello Park, and local businesses. Drivers frequently run into the traffic circle at 46th and Fontanelle due to speeding on the remaining stretch of 46th between S Kenyon and Othello St.	The addition of the proposed 3 traffic circles on 46th Ave S will slow local traffic down and discourage the use of the street as a thoroughfare, which will improve safety for the many pedestrians, cyclists, and residents who live on the street. It may also help reduce crime, as we often experience drive-by vandalism and have had a rash of drive-by shootings.	Brighton	SDOT			
17-215	Install flashing beacon @ S. Myrtle and 32nd Ave S	To make the pedestrians more visible to the drivers, add a beacon to flash in the drivers view when a pedestrian has requested a crossing. Also, make the light to give pedestrians a higher priority to get a crossing quicker so they are not compelled to cross against the light.	S Myrtle St at 32nd Ave S	It is scary to watch kids run across the street against the light to catch the bus. One if these days one of them is going to get hit.	Less chance of pedestrians to be hurt.	New Holly	SDOT			
17-216	Offset curbcuts to deter drivers on sidewalks @ 42nd & Myrtle	Offset the curb cuts so they do no longer create a path for cars to drive over. Alternatively, we could install pillars or other obstacles that still allow the curb cuts to provide accessible rights of way but do not allow cars to drive over them. I do not think opening 42nd and Myrtle into a full intersection is a good option because it would sacrifice pedestrian safety rather than increase it.	The intersection of Myrtle and 42nd Street.	Cars driving on the sidewalk.	Pedestrians. There are a lot of pedestrians who walk this route to get to/from the Othello light rail.	Brighton/Othello	SDOT			
17-217	Traffic calming near 43rd & S Myrtle	Install a stop sign on 43rd and Myrtle for traffic going north. Also install better street lighting at that intersection so drivers can see pedestrians.	43rd and S Myrtle St	Cars speed going N on 43rd toward Myrtle and turn on Myrtle without stopping. This creates a dangerous situation for pedestrians.	Pedestrians, residents (benefits of reduced speed in their neighborhood), other drivers (increased safety and traffic regulation)	Brighton/Othello	SDOT			
17-218	Improve drainage @ Myrtle and 43rd Ave S	Re-pave the sidewalk to increase its height relative to the ground around it and redesign the area around it so that it drains toward the road and storm drain.	SE corner of Myrtle and 43rd	Sidewalk drainage - there is always a mud and water pooling on a particular section of the sidewalk.	Pedestrians	Brighton/Othello	SDOT			
17-224	Add lighting to path between Frontenac & S. Willow	Lighting for the pathway. But careful not to have glare on the housing on each side of the pathway.	Frontenac & S. Willow Street	There is no lighting on the path from one street to the next in a foot path alleyway from Frontenac Street to Holly Street. It is dark and scary. Lighting would show that there is respect and concern for the residents in living in the neighborhood and using the path.	Many children, teenagers and all folks living in the New Holly neighborhood who use this path. It also encourages walking and not driving all of the time. When the Van Asselt Community Center closes at 8 pm the kids come pouring out and use this path to walk home. The folks living in the immediate area also benefit because people doing illicit gigs and those who use guns or vandalize hide there or escape down that pathway. If it is lit, less crime would occur thus displaying more respect for the neighborhood.	New Holly	SDOT			
17-227	Better signage on Willow St	Install stop sign at Willow and 30th Avnue	Stop sign at Willow and 30th Avenue	We need a stop sign at Willow St and 30th Avenue, because too many vehicles and there's so many accident. Please help us and keep the kids alive!	Residents, visitors, and everyone.	Othello	SDOT			
17-232	Signage in New Holly	Install stop sign	Shaffer Avenue and Holly Street	Stop sign is needed for kids to walk and cars to stop	People at New Holly	New Holly	SDOT			

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17-237	Installation of speed humps along S Willow St between Rainer Ave. S and 46th Ave. S.	Three or more speed humps.	South Willow St. between Rainer Ave. S and 46th Ave. S.	Speeding cars in the block between a major arterial (Rainier Ave S) and the diverter at 46th Ave. S. A hill close to Rainier Ave. limits visibility and parked cars often make the street one lane at the crest of that hill.	Residents of the block, including 9 children. Slowing the traffic will be safer for all the people who drive on the block. Traffic is considerable due to diverters and deadends on other streets surrounding this block of Willow St. It will also be safer for pedestrians and bicyclists who use the sidewalks to access the Othello Light Rail station and MLK Elementary.	Brighton	SDOT			
17-238	Improve crossing at Rainier Ave S/46th Ave S	Shortening the crossing would make it easier for pedestrians to get across. A better improvement would be to block off this section of 46th and not allow car access. The apartment building (Graham Place Apartments) is a gated building and has two access points. One on 46th and another on 47th Ave. S. By blocking off the street resident would have added benefit of possibly one or two parking spot.	Rainier Ave S/ 46th Ave. S	The intersection at Rainier/46th Ave S is very big and has poor visibility so that drivers see people trying to cross the street. Drivers will frequently use this huge space to make quick u-turns or will use it as a short cut by turning right from Rainier Ave on to 46th Ave and then a left on S. Graham in order to avoid having to wait for the light signal to make a left hand turn while in the north bound lane. This is a major crossing for students who walk to either Aki Kurose or Graham Hill Elementary. Frequently people run across this intersection because they have experienced people turning right or making illegal maneuvers in this spot.	Student who walk/bike to school. The other benefit is that is right near the bus stop. People are trying to access this bus stop daily.	Hillman City	SDOT			
18-206	Signage Improvements at S Brighton St and 29th Ave S	Install warnings of the sharp turn ahead to help cars from going too fast and running off the road into a community garden or through fencing into neighbors yards	Where S Brighton St and 29th Ave S meet at a sharp right angle	We have had many cars crash through the properties at this intersection including a community garden and child play areal.	People who live in Holly Park and drive through the area infrequently and don't know of the sharp turn where the lighting is insufficient to let them know of the sharp curve ahead.	New Holly	SDOT			
18-207	Crossing Improvements & Traffic Calming at Rainier Ave/S Holly	intersection be made safer. Maybe I asked for too much. I don't know. This is the intersection for the East-West Rainier Valley Greenway. Unlike the other greenway crossings this is across one of the deadliest streets in Seattle on the section of road that has yet to have road rechannilzation. This is a major intersection for several groups of people: people going to/from the Senior Center, low income housing and the school crossing for Martin Luther King Elementary. The speed humps along S. Holly do little to deter drivers from turning fast on to Rainier Ave. We cross Rainier Ave daily, mostly on bike but on occasion walking, on our way to light rail. Drivers on Rainier Avenue blow through the red lights frequently, reducing our time to cross Rainier. I've seen senior citizens and people less able to make the crossing quickly, honked at by impatient drivers. I would like the street narrowed with flexpost and paint feature to prevent drivers from making fast right hand turns from S. Holly on to Ranier Ave. I want this on all four corners of this intersection. Here is an example of what	Intersection at Rainier Ave/S Holly	Crossing distance needs to be reduce and physical barriers need to be installed to make sure drivers wait for pedestrians and bicyclist to cross the street.	Students of MLK Elementary, seniors, low income housing residents at several complexes on this corner, patron of the Cafe Avole, user of Metro Transit	Brighton	SDOT			
18-208	Traffic Calming on S. Morgan St. and 33rd Ave. S	Stop sign/traffic control	S. Morgan St. and 33rd Ave. S., Seattle, WA 98118	Reduce collisions and speed at this residential intersection. Drivers avoiding lights and traffic use 33rd Ave. S. as a shortcut to MLK Way and/or S. Graham St. Vegetation at this intersection blocks sightlines to oncoming vehicles. Residents see collisions and near misses here frequently.	Neighborhood residents, plus drivers, pedestrians, and cyclists using this intersection.	Beacon Hill	SDOT			

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18-209	Improvements to Morgan Street Stairs	Repair and clean up Morgan St. stairs. Repair cracked concrete, clean up trash, remove blackberry bushes and replace with landscaping	S. Morgan St. between 33rd Ave. S. and MLK Way	The stairs are narrow with damaged concrete. People use the stairs for walking and exercise. Others use them to sit and eat or do drugs and leave trash behind. Area next to stairs is overgrown with blackberry bushes and full of trash. This project would make the stairs more safe and inviting to the public.	The general public, pedestrians, and neighborhood residents.	New Holly	SDOT			
18-210	Walkway Improvements on 33rd ave S between Graham and Holly Drive south	sidewalk on 33rd between graham and holly drive s	33rd ave s between graham and holly drive south	unsafe conditions for pedestrians	pedestrians, homeowners	New Holly	SDOT			
18-212	Walkway Improvements at Graham & Rainier	Turn slip ways at Graham St and Rainier Ave from pavement into parks.	Graham St and Rainier Ave	Slip ways are dangerous for people walking, and it would allow for more public space and a friendlier intersection.	People walking, nearby businesses.	Hillman City	SDOT			
18-257	Improvements on S Myrtle and 42nd Ave S	Improve pedestrian access to the Othello light rail station by creating a crosswalk, installing formal paths where clear "desire lines" have been worn through the corner of S Myrtle and 42nd Ave S, and address illegal dumping at that corner.	Corner of S Myrtle and 42nd Ave S	Development is exploding in the Othello Urban Village driven in great part by access to light rail. Every day, diverse neighbors walk to and from the light rail station through the intersection at S Myrtle and 42nd Ave S. Increasingly, commuters also have been parking along 42nd Ave S and walking through this area to access the train to work or sporting events. More auto and pedestrian traffic along S 42nd and Myrtle is anticipated with the lease up of the Assembly 118 apartments and the redevelopment of the former Holly Park Greenhouse and Nursery property. Currently, the "corner" of Myrtle and 42nd is unmarked for pedestrians and visibility at night especially is poor for pedestrians crossing through and drivers approaching the curve. Informal paths have been worn by pedestrians into the planting area between the two curving streets and the area has become a magnet for illegal dumping. A formal treatment of that corner that includes a clearly marked pedestrian crossing and converted the informal muddy pathways to paved or gravel walkways would be a great improvement for this active pedestrian area.	This project would improve safety and general walkability for diverse pedestrians walking to and from the Othello light rail station and the retail around the station along a very busy ingress/egress pathway. This station area serves a majority minority residential neighborhood that relies heavily on light rail and the nearby Metro bus stops. This corner is an informal "gateway" into the Brighton residential neighborhood, which includes the MLK, Jr elementary school on S Willow.	Othello	SDOT			
18-258	Improvements on Alleyway off Myrtle, closest to NE corner of MLK and S Myrtle St	Improve safety near MLK and Myrtle St intersection. Stop people from cutting across Myrtle St cross traffic to enter alleyway	Alleyway off Myrtle, closest to NE corner of MLK and S Myrtle St	Pedestrian and traffic safety	Pedestrians and drivers	Othello	SDOT			
18-261	Improvements at 51st S & S Morgan St	Four-way stop signs at SW corner of block with Graham Elementary School	51st S & S Morgan St, 98118	Current intersection has yield/stop signs; not easily visible; several multi-car accidents; school kids & families cross this intersection twice per day.	Graham Elementary School kids & families; residents of Graham Hill	Seward Park	SDOT			
18-2022	Improvements in Othello Park	Would like to see new stairs put in near the hillside slide and maybe a small off leash area.	Othello Park	The hillside slide stairs are wood and concrete and they get really slippery. I know I've nearly fallen several times and I'm just waiting for someone to get hurt. With the influx of new apartment residences, our neighborhood could use an off leash area. The park has huge open spaces and there is room to add at least a small off leash area I believe.	It would benefit all of the neighborhood residents in both safety and convenience.	Othello	SPR	no-ola (reviewing our policy), advance for the rest		
18-2023	Improvements in John C. Little Park	Drainage	John c Little	to prevent accidents from wet slippery pavement	park patrons	Othello	SPR			
17-244	Traffic-Calming on 42nd Ave S.	Create a series of traffic calming items that address the overflow from Ranier Ave S. which the city doesn't care about.	42nd Ave S between S. Orcas and S. Graham.	Cars going at a shockingly high speed down a residential street that Seattle seems to have forgotten. The fact that two schools are on this street is obviously of no importance.	Two schools and a neighborhood with zero police presence.	Hillman City	SDOT			

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17-256	Traffic-calming on 46th Ave S	greenway expansion	area along 46th Ave S between S Juneau St and S Hudson St	improve safety by slowing of traffic along residential road and providing better pedestrian access	pedestrians, motorists, residents	Hillman City	SDOT			
17-259	Install storm drains at Renton Ave and Mead St.	Install storm drains	Renton Ave and Mead St.	No storm drains, huge puddles of water & street runoff flooding yards	Everyone who walks & parks in area. Everyone who lives downhill.	Hillman City	SDOT			
17-261	Traffic-calming near 52nd and S. Findlay St	See above - we have had numerous car accidents (many unreported) on 52nd and South Findlay St.	52nd and South Findlay St. AND between Dawson and Orcas on Wilson Ave. (speeding cars)	people are driving too fast on Wilson Ave S. until they stop at Orcas, and multiple traffic calming is needed such as: a Traffic Island at 52nd and Findlay as speeding cars shoot off Wilson traveling south without slowing down. Additionally, we could use speed bumps (as are on Montlake ave approaching Madison street) along Wilson, on 52nd ave, or 52nds Terrace in the ally between Findlay and Wilson (for two blocks).	Cars trying to travel through open intersections, Kids that are crossing the street, Jewish prayer goers who walk and cross streets to go to temple.	Seward Park	SDOT			
17-263	Improve 15th Ave S and Angeline Crossing	School colors painted on each street crossing that leads to the school, as well as way-making signs with each school name and cross walk lights. (Dream big!) This shows both school and neighborhood pride for an entire community!	From Asa Mercer Middle School to Cleveland High School, a .9 mile route along 15th Ave S	Four amazing Mid-Beacon schools are along a mile stretch on 15th Ave SW. They are Asa Mercer, Maple Elementary, St. George Parish School, and Cleveland High School. Unfortunately, the traffic has gotten so terrible that our children, bicyclists, teachers, parents, and neighbors are forced to risk life and limb daily trying to get from the East side of the street to the West, where three of the four school are located. There are only 2 legitimate crossing locations in that mile stretch, otherwise it's Frogger for All! Coupled with the traffic trying to get on the quick I5 exits, this is a recipe for disaster! We need help!	All of Beacon Hill, and all of those traveling through it to pick up kids, drop off kids, and traveling in our beautiful neighborhood.	Beacon Hill	SDOT			
17-264	Sidewalk repair near Hillman City P-Patch	Repaving part of our concrete sidewalk. The 2 strips of sidewalk in the worst condition are each about 103 feet long. If even one of those could be replaced, that would be a huge improvement. (This would meet your guidelines of 110 ft. or less, with curbs and no drainage issues.)	46th Avenue S and S Lucile Street (Garden address is 4613 S Lucile St, Seattle, WA 98118)	The sidewalks that front two sides of Hillman City P-Patch are cracked and uneven. We are concerned that gardeners using wheelchairs or walkers do not have a smooth path to reach the garden. Hillman City P-Patch has been awarded a Neighborhood Matching Fund grant to make our garden more accessible to people with mobility issues. We are in the process of repaving our gravel paths and creating raised beds and other accommodations. But we have no control over the path outside our fence.	Not only would-be gardeners with disabilities, but the entire neighborhood. Many people walk in this neighborhood: parents and young children in strollers, pre-school classes from the school next door visit the garden almost daily, older people walk in the neighborhood and stroll through the garden, and there are about 75 subscribed gardeners to the P-Patch... We are just a block or two from the businesses in Hillman City, such as Big Chickie and Tin Umbrella, so having smooth sidewalks encourages walking to those sites.	Hillman City	SDOT			
17-267	Signage Improvements at Intersection of 33rd and Brandon	stop signs both directions on 33rd.	Intersection of 33rd and Brandon	There is an uncontrolled intersection -33rd and Brandon- near my house w bad sight lines. There is a minor crash every 6 months, a bad one every 2 years and danger for peds. Worse now because if a new pot shop nearby- more traffic	100 household who use the intersection	Beacon Hill	SDOT			
18-213	Traffic Calming on S. Graham St. between 32nd Ave. S. and 33rd Ave. S.	Traffic control on S. Graham St. at 32nd Ave. S. - 33rd Ave. S. Improve sightlines for drivers turning onto Graham. Alert drivers on Graham to slow down and watch for turning vehicles.	S. Graham St. between 32nd Ave. S. and 33rd Ave. S.	24 collisions including 1 fatality within the past 10 years in this area. Sightlines turning onto Graham from 32nd and 33rd are bad due to parked cars and the crest of the hill. Drivers eastbound on Graham typically travel fast due to the long hill down toward MLK way. With the planned light rail station at Graham and MLK coming this would help control traffic.	The general public drivers, pedestrians, cyclists, plus neighborhood residents.	Beacon Hill	SDOT			

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18-214	Walkway Improvements on 32nd Ave S between S Graham St and S Juneau St	Add low-cost sidewalks on at least one side of 32nd Ave S	Along 32nd Ave S between S Graham St and S Juneau St.	Between S Graham St and S Juneau St, 32nd Ave S is the primary thoroughfare for those walking or biking (or driving) from the top of S Beacon Hill to the Columbia City Link light rail station. This portion of 32nd Ave S has no sidewalks and encompasses a fairly large hill, making it difficult for cars cresting the hill to see people on foot or traveling by bike who are making their way up or down the street. This lack of sidewalk makes this stretch of road feel treacherous, especially at night.	Anyone who lives in S Beacon Hill and who travels along 32nd Ave S between S Graham St and S Juneau St. People in cars would prefer to know there's a dedicated place for people on foot to walk and people on foot would feel safer knowing that they are in a dedicated area that is blocked off to vehicle traffic.	Beacon Hill	SDOT			
18-215	Improvements on Rainier Ave S between S Alaska St. and S Kenny St.	Place barriers/planters, reflectors, and lights in the middle turn lane along Rainier Ave S.	Rainier Ave S between S Alaska St. and S Kenny St.	Cars are prone to pass traffic and other cars in the open turning lane, and speed. This is dangerous for people driving, and people walking.	Keeps drivers and pedestrians safer, makes crossing Rainier Ave S more comfortable which helps the patrons and businesses of the many business districts along Rainier Ave S. Reduces accidents, that reduces traffic and delays for drivers and the Route 7 bus.	Hillman City	SDOT			
18-217	Crossing Improvements at Wilson Ave S. and S. Dawson St	Pavement to park, painted curb bulbs and shorter crossing distances	Intersection of Wilson Ave S. and S. Dawson St, 51st Ave S between S Farra St and S Dawson St.	Streets are too wide to cross comfortably, and wide streets lead to speeding in a nice commercial zone of restaurants.	People walking in the neighborhood, driver clarity/safety, and the patrons and owners of nearby businesses.	Lakewood/Seward Park	SDOT			
18-267	Traffic Calming on S Orcas and 42nd ave s	A 4-way stop. Too many parked cars on orcas to see what's coming.	S Orcas and 42nd ave s Seattle	Safety	Drivers and pedestrians	Hillman City	SDOT			
18-269	Walkway Improvements on 48th between S Orcas St and S Findlay	Sidewalk improvements, including drainage and curbs	48th between S Orcas St and S Findlay, East side of street	There is minimal street lighting here, and the sidewalk regularly floods, making it impossible to walk on, but dangerous to walk in the street to avoid. In general the sidewalks are in very poor condition here - always muddy, often flooded, always full of tripping hazards.	Pedestrians and residents of Hillman City	Hillman City	SDOT			
18-272	Walkway Improvements on 48th Avenue South from Orcas Street to Bennett Street	Install curbs and make sidewalks walkable again	Along both sides of 48th Avenue South (from Orcas Street up north to Bennett Street)	Resulting from a lack of curbs, pedestrians can't safely walk along 48th Ave S., basements are flooding & street parking is informal (turning "green strips" into craters of mud)	Everyone in the neighborhood, whether they're pedestrians or just residents who are tired of having overworked sump pumps, flooded basements & the unseemly appearance of cars parked on sidewalks.	Hillman City	SDOT			
18-273	Walkway Improvements on Renton Ave S between Mead and Brandon Streets	Sidewalk on Renton Ave S between Mead and Brandon Streets	Renton Ave S between Mead and Brandon Streets	people walk down this street to get to the light rail. It's narrow and has nowhere for pedestrians to safely exit.	local residents	Hillman City	SDOT			
18-279	Traffic Calming on Columbia Drive South (between Columbian Way and S Brandon St)	Traffic study and/or traffic calming	Columbia Drive South (between Columbian Way and S Brandon St)	Columbia Drive makes for a quick and easy route for vehicles to avoid the traffic light at South Columbian Way and Beacon Ave S. The average speed of vehicles appears to be increasing combined with the curvilinear nature of Columbia Drive S creates shortened sight-lines and danger to other vehicles and pedestrians. This issue is discussed more frequently over the last five years during our yearly neighborhood potluck where we block Columbia Drive S off to cars for the afternoon.	The neighborhood residents (including many children and elders), shoppers who park and walk to the commercial center at Beacon Ave S and S Columbian Way, workers who park for work at the VA Medical Center, the bicyclists who use Columbia Drive S as a safe north-south route.	Beacon Hill	SDOT	OK, no traffic study		

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18-286	Traffic Calming at 13th Avenue South and South Angeline Street	I propose a traffic circle at the intersection of 13th Avenue South and South Angeline Street. This traffic circle would calm traffic through this well-traveled intersection, and mitigate future accidents and pedestrian injuries.	13th Avenue South and South Angeline Street, Seattle, WA	This particular intersection is a location of frequent car accidents and near-car accidents. Additionally, it is a major pedestrian thoroughfare to Maple Elementary School.	Pedestrians, motorists.	Beacon Hill	SDOT			
18-2005	Pathway Improvements on S Brandon St between 26th and 28th	Improve pedestrian connection between S Brandon St at the Chief Sealth Trail	S Brandon St between 26th and 28th	In the beacon hill neighborhood between Columbian Way and S Graham Street, the steep terrain significantly limits the number of east/west pedestrian connections. Dearborn Park, one of best parks in the city, and Dearborn Park International Elementary are both difficult to access as a pedestrian. There is also a large greenbelt north of Dearborn Park International Elementary that is getting overwhelmed by invasive species and is in need of restoration work. A pedestrian connection from the Chief Sealth Trail east to S Brandon St would provide access to the greenbelt, Dearborn Park International Elementary, Dearborn Park, and the Chief Sealth Trail. In the larger context of east-west connections throughout SE Seattle, there is an existing pedestrian stairway on S Brandon St by Hitt's Hill Park at Renton Ave S to the east, and an existing pedestrian stairway on S Lucile St (one block to the south of S Brandon St) at the Maple School Natural Area between 20th Ave S and 18th Ave S.	Dearborn Park International Elementary School, students and their caregivers (many of whom are elders or are walking with younger siblings), all pedestrians trying to go east or west in this area of the neighborhood, to use the Chief Sealth Trail, Dearborn Park, Dearborn greenbelt, or passing through the neighborhood.	Beacon Hill	SDOT/SPR			
18-280	Pathway Improvements on Beacon Ave S Trail	Beacon Ave S Trail improvements, planting trees and grinding down tread where tree roots have heaved the paving	The trail along Beacon Ave S between South Columbian Drive and S Barton St	The multi-use trail along Beacon Ave S (from South Columbian Way to S Barton St) is a cherished walking and biking route both for the neighborhood and all of SE Seattle. However, the trail condition has significantly deteriorated in many locations, the biggest obstacles are where large roots have heaved the asphalt tread up, approximately 6-8" in many places. The heaving of the asphalt creates a dangerous obstacle for the many elders who walk this path daily for health. This trail corridor experience could be greatly improved with the addition of more trees and shrubs.	There are thousands of households within a few blocks of this stretch of trail, many elders in these households have daily habits walking along this trail.	Beacon Hill	SDOT/SPR			