

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
17-747	Crosswalk Installation on 33rd ave West	I think a lit up/flashing crosswalk and flags would be ideal.	33rd ave West to the park across the street via West Smith Street.	There needs to be a better crosswalk in Magnolia for people crossing from 33rd ave West to the park across the street via West Smith Street. There are a couple preschools in the area that use this park and cars race through these areas.	The families, preschools, community center and other schools in this area. It's a high trafficked area for children.	Magnolia	SDOT			
17-752	Sidewalk & improved bus stop on Thorndyke Ave W.	There is no sidewalk at this particular location and wild blackberries and other vegetation is encroaching the area. At the very least, a small concrete (or other material? something pervious?) pad for bus riders to gather while waiting for the bus. I really don't know who owns the very overgrown land where the bus stop is, but it needs to be cleared back to allow space for people waiting for the bus that is OFF the roadway. Ideally, this short span of roadway should have a sidewalk; currently, pedestrians must walk in the bike lane to travel this section of the road. The bus stop across the street could also use a concrete (or other material) waiting pad - but the west side of the street is a higher priority due to danger!	Thorndyke Ave. W. at about 23rd Ave. W.; west-side of the street. The address of the apartment building located at the bus stop is 2451 Thorndyke Ave. W.	On Thorndyke Ave. W., not only do cars speed, but there is one particular bus stop location that is dangerous due to lack of facilities for those waiting for the bus. Currently, people waiting for the bus at this location must either stand in mud and blackberry brambles, or in the middle of the bike lane. As this area is growing (more condos being built in recent years), there are more people riding the bus (which is great!); but if there are more than 2 or 3 people waiting for the bus at this location, it becomes dangerous because the bus riders are pushed further out into the roadway with nowhere else to wait.	Neighbors who catch the bus here (which has definitely been increasing in recent years, especially during morning rush hours); neighbors who take walks along Thorndyke (it can feel even more dangerous if you have a dog or a child with you in this spot!). As it currently is, people with strollers or in wheelchairs are in even more danger. It is definitely not pedestrian-friendly here.	Magnolia	SDOT			
17-753	Traffic Circle Installation at the intersection of 29th Ave W and Smith St	Install a traffic calming circle at the intersection of 29th Ave W and Smith St in Magnolia and curb ramps for people with disabilities from 28th Ave W to 32nd Ave W on Smith St; along with better parking signage.	Install a traffic calming circle at the intersection of 29th Ave W and Smith St in Magnolia and curb ramps for people with disabilities from 28th Ave W to 32nd Ave W on Smith St; along with better parking signage.	The school on 28th Ave W and Smith St. in Magnolia is going to be re-opened and will have little to no parking, causing the surrounding streets to be flooded with auto and foot traffic and cars parking. There have been multiple accidents at the intersection of 29th Ave W and Smith St. and on two occasions cars have come down the hill and ended up going over the curb and into the yard of the house at 2501 29th Ave W. A new CVS Pharmacy is being opened at the intersection of 32nd Ave W and Smith St. and it is across the street from Blaine school. The car and walking traffic up and down Smith St. between 28th Ave W (bus route) and 32nd Ave W on Smith St is excessive and dangerous at crosswalks, etc. Cars are constantly speeding up and down the hill and do not stop at intersections to look for cross traffic on a regular basis. Safety needs to be addressed more significantly. It has been like this for years.	Residents, foot traffic (many of whom are school children at Blaine School and will be new students at the school reopening at 28th Ave W and Smith St.) and automobile traffic through this area.	Magnolia	SDOT			
17-754	Traffic-calming along Smith St, near 28th Ave W	We need a traffic calming circle at the intersection of Smith St and 29th Ave W. This will help deter speeding cars from Smith St, and funnel them to W McGraw, one block south, which is already an arterial street. We will also need signage indicating no parking within 30 ft of each intersection, to help protect visibility and children at street crossings. Finally, we need curb ramps on at least one side of Smith St from 32nd Ave W to 28th Ave W (new ones on 29th, 30th, and 31st Ave's W).	Smith Street between 28th Ave W and 32nd Ave W	On Smith St cars speed between 30th Ave W and 28th Ave W. Also, there are no curb cuts/ramps for wheelchairs/people with mobility issues anywhere on Smith St between 32nd Ave W and 28th Ave W. This will be a huge problem in 2018 when the old Magnolia School is reopened and traffic flow and pedestrian travel will increase significantly on this street.	Students attending the newly opened (2018) Magnolia School on 28th Ave W, students attending Catherine Blaine school on 34th Ave W, people walking to Magnolia Village and the playfields near Magnolia Village, and nearby residents who will be affected by increased parking and traffic in 2018.	Magnolia	SDOT			
17-755	Traffic Calming on Warren Ave N at Queen Anne Driv	Make a 4-way stop (currently a two-way stop) and add a cross walk.	Warren Ave N at Queen Anne Drive, with crosswalk across east side of Warren Ave N on QA Drive.	It is scary to cross QA Drive due to car speed. This is an arterial with cars coming to and from I-99. Cars traveling eastbound towards I-99 round a blind corner arriving at arterial speeds to this crossing. In the winter this intersection is very dark.	Pedestrians and bicyclists would benefit. Warren Ave is the safest crossing available for the east side of Queen Anne Ave. This is the best access to Mayfair Park on QA and if traveling by bike to Fremont from the east side of QA.	Queen Anne	SDOT			
17-756	Traffic-calming near 8th Ave W & Halladay	A traffic circle at the corner of 8th Avenue West and West Halladay Street would help alleviate this issue. A traffic circle at the corner of 8th Avenue West and West Halladay Street would help alleviate this issue.	Street intersection -- 8th Avenue West and West Halladay Street	Cars speed on our street using it as an arterial. Very unsafe with children walking to Coe Elementary. A traffic circle at the corner of 8th Avenue West and West Halladay Street would help alleviate this issue.	Children walking to school, children at play, and the many daily community members walking and running on our street.	Queen Anne	SDOT			

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
17-761	Install flashing beacon at 3rd Ave W, near Fulton St.	Install flashing beacons	2800 block of 3rd Ave W between W Fulton Street & W Armour Street	Install flashing beacons at existing crosswalk located in the 2800 block between W Fulton Street and W Armour Street on 3rd Ave W. Crosswalk is used by sports field users from the Parks parking lot to the QA Bowl field & by people accessing the bus stops next to the crosswalk	Parks users, transit users, & pedestrians	Queen Anne	SDOT			
17-762	Add walkway along Fulton St. & improve crossing @ 8th Ave W.	Add a sidewalk and curbs where they are missing. Provide a better marked crosswalk on a busy corner.	West Fulton Street & 8th Ave West	There is no walking path or curbs on a critical street that allows people to walk to Queen Anne neighborhood core and Coe School. People walk in the street and compete with vehicles in the narrow street up and down the hill.	Queen Anne residents, Queen Anne students, & Seattle Pacific University Students.	Queen Anne	SDOT			
17-763	Crosswalk Installation on Nickerson Street & Dravus Street	Please refer to the SDOT study and findings presented in the NSF report 2016-117. With over 11,000 vehicles per day and approximately 90 pedestrians crossing per hour, this location corresponds with 8-A in the report and per the SDOT recommendations, this intersection warrants the installation of an RRFB system along with a raised median island to replace the existing flexible markers. Furthermore, the addition of curb bulbs into the parking lane would reduce the crossing distance, increase visibility, and decrease motor vehicle speeds in the vicinity of this existing neighborhood crossing.	Nickerson Street & Dravus Street	Very dangerous crossing of Nickerson Street, which poses a major obstacle between the community of North Queen Anne and the Shipping Canal, its trail, and commercial properties. There is an existing crossing that would benefit greatly from improvements, as there are few other crossings within a reasonable distance.	All ages and abilities including residents, patrons of the businesses, employees of the commercial offices and anyone needing to cross this location. It is particularly important to improve visibility for this crossing during the dark, rainy months of the year.	Queen Anne	SDOT			
17-764	Traffic-calming on 26th Ave W.	speed bumps	3200 block of 26th Ave West, north of Dravus	cars speed on my road	all the families that live on our block - including nearly 20 children under the age of 10 who are not allowed to get near the street since people fly through here at 40mph.	Magnolia	SDOT			
17-768	Replant 6 trees along 28th Ave W	Get 6 new replacement trees. We have volunteers who are willing to plant the trees if the city provides them. We can also help with watering after the new trees are planted.	3500 block of 28th Ave West, on the east side of the street.	There are 6 half dead trees on the planting strip by Magnolia Manor Park that need replacing. As they are mostly dead there is a safety issue with falling branches, plus it looks as if Seattle doesn't care about how street trees look.	Everybody who lives in the area, which is the most densely populated area of Magnolia. Many people have commented to Friends of Magnolia Manor Park that the trees need replacing.	Magnolia	SDOT			
17-769	Traffic Calming / Pedestrian Visibility Improvements	Cross walk marking. Radar speed sign.	34th Ave W & W Elmore St	Speeding vehicles and the refusal to top for pedestrians attempting to cross the street. Bus stops on either side of street are not safe to utilize because of the issues.	Neighborhood residents. All people walking this route to Discovery Park.	Magnolia	SDOT			
18-715	Traffic Calming on Prosch Ave	The blocks of Prosch Ave between 2200-2600 need to be made driveable w/speed bumps if possible	From Dravus to Gilman Drive W on Prosch Ave	People drive too fast and trash trucks have destroyed the gravel road	Everyone who drives & walks this road- primarily area residents	Queen Anne	SDOT			
18-716	Sidewalk Repair on Nickerson St	Level the sidewalks so that puddles do not form.	The most egregious puddle is on the north side of Nickerson, near the intersection with Warren.	This puddle is twice as long as I can reasonably leap (and I am pretty balletic), and spans the entire sidewalk. It is deep enough to soak through shoes. Then the choices are to cross the street, and that involves going against a 'do not cross' sign or doubling back to a legal crosswalk, which is quite far.	Pedestrians going from Fremont to Queen Anne / SPU.	Queen Anne	SDOT			
18-717	Pathway Improvements on Jesse Ave W	Improved Cleaning, Safety and Accessibility of Pedestrian Trails for Bikes and People (Bike Runnel and Street Lighting)	The concrete pedestrian-only path that is Jesse Ave. W. from W. Nickerson to W. Emerson and then it is one more block to 11th Ave. W.	The neighbors (college kids, families, senior citizens, women) don't feel safe walking up these tree and vegetation covered paths that have no lighting or bike runnel to access the commercial district, bus hub, or the South Ship Canal Trail. This vegetation tunnel is beautiful, but creates moss on the ramp, and attracts litter and large household garbage being dumped. There is a density of population at the bottom of the hill who can't access safely at night or with a bike the pea patch at the top of Jesse Ave either. This path is the only connection from the north slope of Queen Anne to this bus stop, due to limited sidewalks on Nickerson.	There is a high density area of older and low income apartments, commercial maritime workshops, and small family owned businesses and a primary bus transportation hub next to Seattle Pacific University housing. It is also a key access point to the South Ship Canal Trail, and would benefit daily commuters, families with strollers that can't use stairs, and those that feel unsafe walking the secluded and dark path at night.	Queen Anne	SDOT			
18-718	Improvements on W. Ewing	Repaving West Ewing	1050 W Ewing, along Ewing	The street needs it and improves an area by the ship canal trail	All of Seattle, local shipping and bikes and pedestrians.	Queen Anne	SDOT			

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
18-754	Improvements on Thorndyke Ave W between Plymouth and Boston	Add mirrors to Thorndyke Ave W between Plymouth and Boston (Magnolia) so that Westbound cars turning left on Thorndyke (southbound towards downtown) can see oncoming cars. Impossible to see since parking is in the median of the street.	Thorndyke Ave W between Plymouth and Boston on the West side of the street.	It's a car accident waiting to happen. There's literally no visibility. I close my eyes when I make that left turn everyday just hoping there isn't a speeding car on Thorndyke. This is a really inexpensive fix.	Any driver that uses Thorndyke Ave W	Magnolia	SDOT	OK, SDOT does not use mirrors		
18-757	Improvements at 10th Avenue West and West McGraw Street	A four-way stop, marked crosswalks and narrowing of the roadway at the intersection of 10th & McGraw. Narrowing could be accomplished with the addition of painted curb extensions and possibly posts.	10th Avenue West and West McGraw Street	This intersection, where two arterials form a "T", is currently controlled only by a two-way stop. Traffic on McGraw must stop while traffic on 10th West may proceed. This leads to dangerous left turn behavior by motorists. In addition, visibility between motorists and pedestrians is obscured due to the topography. Furthermore, the roadway is overly wide, creating an excessively long crossing distance for pedestrians. There is not currently a marked crosswalk at any leg of this intersection even though it is located at the site of two transit stops.	This project benefits anyone who walks or accesses transit near 10th & McGraw.	Queen Anne	SDOT			
18-761	Crossing Improvements at 6th Ave W and W Nickerson	Crosswalk at 6th Ave W and W Nickerson	6th Ave W and W Nickerson	Better accessibility and safety to bus stops, businesses, and the ship canal trail. Nickerson needs one more protected crosswalk to improve pedestrian access to the canal	Residents of Queen Anne, students, staff, and faculty of Seattle Pacific University.	Queen Anne	SDOT			
18-762	Traffic Calming on 26th Avenue West and West Elmore Street	Traffic circle (or stop sign/yield signs) in Magnolia (26th Avenue West and West Elmore Street (and potentially Burton Place West)	26th Avenue West and West Elmore Street (and potentially Burton Place West)	I live at 4201 26th Avenue West, and we have a baby and are hoping to make the streets safer. There have been at least three major accidents at that intersection in the past 6 months to a year (plus many close calls). The latest accident just happened on the 27th, and my parked car was hit (collateral damage from two cars who hit each other when crossing the intersection). While it is an unmanned intersection, it's near a park and a school close by, and most cars aren't sure how to handle it.	It will benefit Lawton School, Magnolia, and Seattle residents.	Magnolia	SDOT			
18-763	Signage Improvements on the Ballard Bridge	Better signage on the south end of the Ballard bridge	On the south and west side of the Ballard bridge there's a small sign that says "Yeild to Bicycles"	The signage is a small in insufficient warning that bikes are entering the roadway as they cross the bridg	Driver and cyclist who use the Ballard bridge.	Queen Anne	SDOT			
18-764	Improvements on Pedestrian Bridge over BNSF Tracks	Re-surface the pedestrian bridge over the BNSF tracks and the paved path to the south. Add low level lighting	Beyond N. end of 32nd W.	Walkers, bicycle commuters and casual riders.	Walkers, bicycle commuters and casual riders	Magnolia	SDOT	OK, bridge is over \$90k limit, can consider improvements at approaches		
18-765	Signage at Shoreline Street Ends	Welcoming signage for shoreline street ends. Seattle is fortunate to have 142 unique streets that dead-end on its beautiful bodies of water (e.g. Duwamish River, Lake Washington and Union and Puget Sound). Although 2/3 of these areas are open for public access, many of these are not signed making it impossible to tell if the public is welcome. Some signs have disappeared and some were never installed. Friends of Street Ends is requesting support to install those missing signs.	Street ends at: Galer St, Crockett St, McGraw St, 5th Ave N, Fremont Bridge/Florentia St, 3rd Ave N/Etruria St, Cremona St, Bertona St, Queen Anne Ave N, 3rd Ave N, Gilman Ave, W Cramer St, W Sheridan St, 47th Ave W, W Bertona St, W Dravus St, W Barrett St, W Armour St, W Raye St, 32nd Ave W, 30th Ave W	Friends of Street Ends and SDOT have worked together for over 20 years to open of Seattle's 142 shoreline street ends for public access. SIGNAGE is the one critical element that invites all who pass to enjoy these special places – and it is SIGNAGE that is missing at many.	This project benefits neighbors, community members, adjacent employers and employees and anyone who finds Shoreline Street Ends ideal for quiet contemplation of nature.	Various	SDOT	Street End signage will be evaluated on a City Council district basis.		

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
18-758	Traffic Calming on the Queen Anne Boulevard	Speed humps at several locations along the historic Queen Anne Boulevard	The historic Queen Anne Boulevard, which currently consists of several streets forming a loop around the crown of Queen Anne Hill. The streets include 8th Avenue West, 8th Place West, West Highland Drive, Highland Drive, Prospect Street, Bigelow Avenue North, Wheeler Street, McGraw Street, McGraw Place, Smith Street, West McGraw Place, West McGraw Street, 5th Avenue West, West Raye Street, West Fulton Street, 10th Avenue West, West Wheeler Street, and 7th Avenue West.	Queen Anne Boulevard is a historic treasure, valued for its natural beauty and use as an everyday pedestrian route. It is used by residents as well as large numbers of visitors. Seattle residents from other neighborhoods, as well as tourists from around the world, visit throughout the year for sightseeing and for special events such as the city's New Year's Eve celebration. Unfortunately, the route has several straightaways that are used by cars to drive at unsafe speeds. In addition, several parts of the route have very narrow sidewalks, requiring people to frequently step off the curb into the street with vehicular traffic. Two moms pushing strollers in opposite directions cannot pass on the sidewalks, nor can two people using wheelchairs. The Bigelow portion of the route lacks sidewalks completely. Adding speed humps would calm traffic considerably. Most of the route described here has been identified in the Bicycle Master Plan as a component of the Citywide Bike Network, intended to be improved to Neighborhood Greenway conditions.	The project benefits all people who visit the Queen Anne Boulevard, both residents and visitors.	Queen Anne	SDOT/SPR	OK, check w/Parks since it is an Olmsted Blvd, SDOT-Parks MOA		
18-759	Improvements on West Fulton Street between 9th and 10th Avenues West	In October, 2017 SDOT developed much-needed 4-way stop signs at the corners of W. Fulton St., and 9th Ave. West, and W. Fulton St. and 10th Ave. West, both encouraged and financed by King County Metro. At the same time, they reconfigured the curbside and parking spots for the two single-family homes that sit on the north lots of W. Fulton St. Although SDOT held two meetings with the residents, there was some confusion regarding the purpose for the design outside of the necessary stop signs, resulting in awkward and unsightly curb bulbs sprouting too many white posts atop bright red paint. Our SDOT project proposes to modify this with real 6-inch high concrete curbs containing planters and vegetation, allowing for safe parking for 3 cars curbside. The residents will be responsible for maintaining the plants. We will supply diagrams on request.	On the North side of West Fulton Street between 9th and 10th Avenues West. This block sits at the western-most end of Fulton Street that then turns south on 10th Avenue, meeting up with the initial start/stop of the Number 1 Metro bus. Also, at this intersection, Fulton Street takes a slight dip west toward 10th Place West and then turns north on 11th street.	This address is contained in the Queen Anne Boulevard, part of the historic Seattle Olmstead Park, protected under the Olmsted Plan. Maintaining the aesthetic beauty and health of Seattle's parks is an essential responsibility of the Parks and part of the mission of the SDOT. In addition to keeping within the Olmstead mandate, the project is desperately needed for safety reasons as well. For example, residents have experienced near accidents during several attempts to pull out of the easternmost parking spot. Despite using all precautions, the sightlines are not always clear to see cars traveling south on 9th avenue and pulling out onto Fulton. This was never a problem before.	The project will benefit the community of Queen Anne and its neighbors. The block also serves as a busy thoroughfare bringing cars from Ballard and Magnolia via Dravus Street and down 9th Avenue, a block to the west, and from Fremont via Nickerson to the north. The project is supported by the "10th Place Neighbors Social Gathering Group," "Fulton Street Chamber Players," our Community Block Watch Associations led by Mr. Bob Kettle and Ms. Masako Davidson, and the families who live on these streets.	Queen Anne	SDOT/SPR	OK, check w/Parks since it is an Olmsted Blvd, SDOT-Parks MOA		
17-736	Install path between W. Galer St and W. Marina Pl.	We propose a walk and bicycle path to connect West Galer Street and West Marina Place. Such a path would encourage more walking and biking between Magnolia and downtown Seattle. It would also allow more residents of Magnolia to enjoy the soon-to-be-built Smith Cove Park. Finally, the path would enable more residents of Seattle to enjoy the public waterfront area around the Elliott Bay Marina currently only enjoyed by a relatively small number of boat owners. In conjunction with a proposed trail under the Magnolia Bridge, the proposed trail would also help alleviate increased congestion that will result from Expedia's move to its new campus nearby. The proposed project would also involve habitat restoration in the vicinity of the trail, action that would help create a healthier ecosystem..	The path would go through the wooded area between West Galer Street and West Marina Place.	We need easier access to public waterfront for Magnolia, Queen Anne residents as well as for all residents in Seattle. We need more walk and bicycle paths that encourage the community to walk rather than drive to parks in our neighborhoods. We need more off-road trails that are safe for children to bicycle on. We need safe paths for children to walk and bicycle to playfields. We need shortcuts that encourage more people to bicycle to work.	All residents of Seattle. This path would encourage more downtown residents to bicycle from downtown to Seattle Parks jewels such as Discovery Park. This would benefit bicyclists who commute to work and would be less likely to bicycle down Magnolia Bridge, a dangerous route for bicycles. Cars trying to pass the bicycles create the danger of a head-on collision.	Magnolia	SPR/SDOT			