

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
17-125	Connect 21st Ave SW and 23rd Ave SW at SW Brandon St with a staircase	SW Brandon St does not connect between 21st and 23rd Avenues. The land between these two streets is a steep, overgrown hillside. (Google street view: https://goo.gl/maps/FWMWRUoKJFP2). A stairway could be built following the Brandon St right of way between 21st and 23rd Avenues. This would provide pedestrians with a much more direct connection than currently exists to the Delridge Library, the Southwest Early Learning preschool, the 120 bus line, and any future commercial development that may exist in the Brandon/Delridge vicinity. The hillside is currently undeveloped and this path is listed as a 'future trail' on the Feet First West Seattle Trails sign that is posted at the corner of Delridge and Brandon, and which is also online here: http://www.feetfirst.org/wp-content/uploads/2013/02/West-Seattle-Trails.pdf	SW Brandon St right of way between 21st and 23rd Avenues.	There is no pedestrian connection between 21st and 23rd Avenues at SW Brandon St. in West Seattle. A stairway up the hillside connecting these two streets would make the neighborhood much more pedestrian friendly.	All pedestrians (and cyclists, if a wheel channel is built adjacent to the stairway) in the North Delridge neighborhood who might wish to travel between the burgeoning Brandon Street commercial district and the residential district on the ridge to the east.	North Delridge	SDOT			
17-143	Improved ped connection to Duwamish Longhouse	Install a pedestrian activated rapid flashing beacon crosswalk between the Duwamish Longhouse and the West Duwamish Trail. This will require coordination with the Duwamish People and the Burlington Northern Railway.	Duwamish Longhouse, 4705 West Marginal Way Southwest, 98106	I would like to enjoy events at the Duwamish Longhouse (4705 West Marginal Way SW) but it is very difficult to get there walking or biking. West Marginal Way is a 45 mph five lane freight corridor with no public transportation access and very few safe crossing opportunities for people walking and biking. Sidewalks end two blocks north of the Longhouse, so people walking and biking must walk one half mile between two signals crossing the arterial twice and backtracking to get there. This is so inconvenient it encourages people, including visitors from overflow parking on the opposite side, to cross this busy, wide, high speed arterial unsafely.	People walking and biking, people using overflow parking at Herring House Park to attend events at the Longhouse across West Marginal Way.	West Seattle	SDOT			
17-157	Add walkway to 19th Ave SW	We need sidewalks on this block (19th Ave SW on the 5200 block).	19th Ave SW on the 5200 block	19th Ave SW on the 5200 block. There are no sidewalks on most of the street. There are a lot of children playing in the roadway and they have to move when there is a car on the road. I think this small block would be greatly improved and be made safer for children if we could just add sidewalks there.	Mainly children and the residents there who could actually walk on the sidewalk rather than fighting the cars being driven on that block. Also, it would be more secure because then it would look like the neighbors care about where they live. The sidewalks would make this street look really nice.	Pigeon Point	SDOT			
17-161	Install a painted curb-bulb @ Yancy & Avalon	Install a painted curb-bulb @ Yancy & Avalon	SW Yancy & Avalon Way	Difficult to see cars coming when crossing the street	Pedestrians	Youngstown	SDOT			

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17-162	Sync traffic signals @ Alki Trail, under WS bridge	Traffic signals should be synced to a single bicycle/pedestrian activation button on the North or South side to allow a full crossing of the roadways. Eliminating the crossing buttons on the center islands will also address the problem that they are too far from the curb cuts.	Just west of the Chelan Cafe (3527 Chelan Ave SW), underneath the West Seattle Bridge, where the Alki Trail crosses Spokane and Chelan Streets to access the short path adjacent to Fire Station 36 that leads to Delridge. Map link: https://www.google.com/maps/@47.5712001,-122.3621152,18z?shorturl=1	The N/S pedestrian/bicycle crossing between Fire Station 36 (at North end of Delridge Path) and the Alki Trail across Spokane and Chelan Streets needs to be modernized - it is unsafe and inefficient in its current configuration. People crossing must push 3 separate crossing buttons and wait for 3 separate light cycles (2 of which involve waiting in paved medians) to cross. In addition, the crossing buttons are located too far from the curb cuts to be reached by bicyclists without dismounting. Google street views here: https://goo.gl/maps/6LG8gDWTPLx (from Alki Trail), here: https://goo.gl/maps/63ViXroPz1U2 (looking south from first of three crossings), and here: https://goo.gl/maps/UZGsmHJdsVy (looking northwest with all three crossings visible).	Pedestrians and cyclists would benefit from a safer, more intuitive, and more efficient crossing. Drivers would benefit in that pedestrians and cyclists would be crossing in a better marked, clearer crossing.	North Delridge	SDOT			
18-120	Lighting Improvements at Intersection of 22nd Ave SW & Delridge Way SW paths	Add one or two lights where 22nd Ave SW path intersects with the Delridge Way path at the west end of the West Seattle Bridge Bike and Pedestrian Trail	22nd Ave SW intersects with the Delridge Way path at the west end of the West Seattle Bridge Bike and Pedestrian Trail	Two trails merge at this location and lighting is very poor. Most pedestrians and some bicyclists don't use lights which makes street lighting important at intersections. Added lights would minimize the risk of collisions between all trail users at this merge.	Recreational and commuter cyclists and pedestrians.	West Seattle	SDOT			
18-130	Pedestrian Lighting Improvements on Delridge Way SW & SW Myrtle St	Pedestrian lighting	15th Ave SW & SW Roxbury St (Seattle side)	Better lighting near 128 bus top needed for safety	Immigrant and refugee seniors from SWYFS rely on this stop and do not feel safe waiting for the bus when it is dark outside.	Highland Park	SDOT			
18-137	Pedestrian Lighting Improvements on 26th Ave SW & SW Barton Pl	Pedestrian lighting at 120 Bus Stop	26th Ave SW & SW Barton Pl	There is not adequate lighting at this bus stop.	Immigrant and refugee seniors from SWYFS rely on this stop and do not feel safe waiting for the bus when it is dark outside.	Roxhill	SDOT			
18-146	Pedestrian Lighting Improvements at 25th Ave SW & SW Henderson St	Pedestrian lighting at 125 Bus Stop	25th Ave SW & SW Henderson St	There is not adequate lighting at this bus stop.	Immigrant and refugee seniors from SWYFS rely on this stop and do not feel safe waiting for the bus when it is dark outside.	South Delridge	SDOT			
18-153	Pedestrian Lighting Improvements on Delridge Way SW & SW Orchard St.	Pedestrian lighting at 128 Bus Stop	Delridge Way SW & SW Orchard St.	There is not adequate lighting at this bus stop.	Immigrant and refugee seniors from SWYFS rely on this stop and do not feel safe waiting for the bus when it is dark outside.	Delridge	SDOT			
18-158	Pedestrian Lighting Improvements on Delridge Way SW & SW Myrtle St	Pedestrian lighting at 120 Bus Stop	Delridge Way SW & SW Myrtle St	Better lighting near 120 bus top needed for safety	Immigrant and refugee seniors from SWYFS rely on this stop and do not feel safe waiting for the bus when it is dark outside.	Delridge	SDOT			

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18-161	Pedestrian Lighting Improvements at South Seattle College bus stop	Pedestrian lighting at 125 Bus Stop	South Seattle College (At On-Campus 125 Stop)	There is not adequate lighting at this bus stop.	Immigrant and refugee seniors from SWYFS rely on this stop and do not feel safe waiting for the bus when it is dark outside.	Riverview	SDOT			
18-169	Walkway Improvements on SW Brandon St between 21st Ave SW and SW 23rd St	SW Brandon St Staircase	The easement loavcted on SW Brandon St between 21st Ave SW and SW 23rd St	The Puget Ridge neighborhood is cut off from the businesses and services (e.g., Library, restaurants) on Delridge in this area and have to drive or walk approximately 1 mile to get to these businesses instead of being able to walk just few blocks. The Delridge Grocery Co-op (DGC), which is a vitally needed store in North Delridge because it's a food desert. The retail space where the DGC is planning to open has limited parking, which is one of the impediments to it being opened, so making the DGC more accessible by foot will increase the likelihood of getting the DGC opened and increase it's success, which is a benefit for the entire north Delridge neighborhood	The Puget Ridge Neighborhood/ North Delridge Residents and Businesses	Puget Ridge/North Delridge	SDOT			
18-171	Traffic Calming on 18th Ave SW from SW Myrtle St to SW Dawson St	Add and reconstruct speed humps on 21st Ave SW & 18th Ave SW to current standards.	21st Ave SW from SW Myrtle St to SW Dawson St; 18th Ave SW from SW Myrtle St to SW Dawson St	The existing speed humps are not consistent with current SDOT standards including size and spacing. 21st Ave SW is now a greenway. However, vehicle speeds are still above the 20 mph speed limit.	Adjacent residents on 21st Ave SW and 18th Ave SW; students at Sanislo Elementary; bicycle commuters using the 21st Ave SW greenway	Delridge	SDOT			
18-174	Traffic Calming on 21st Ave SW from SW Myrtle St to SW Dawson St	Add and reconstruct speed humps on 21st Ave SW & 18th Ave SW to current standards.	21st Ave SW from SW Myrtle St to SW Dawson St; 18th Ave SW from SW Myrtle St to SW Dawson St	The existing speed humps are not consistent with current SDOT standards including size and spacing. 21st Ave SW is now a greenway. However, vehicle speeds are still above the 20 mph speed limit.	Adjacent residents on 21st Ave SW and 18th Ave SW; students at Sanislo Elementary; bicycle commuters using the 21st Ave SW greenway	Delridge	SDOT			
18-176	Crossing Improvements on Delridge at Hudson	Crosswalk	Delridge at Hudson	Heavy traffic at most times of day makes crossing difficult, there are also heavily used Metro stops there	Neighborhood on Puget Blvd	North Delridge	SDOT			
18-178	Walkway Improvements on Puget Blvd SW and 23rd Ave SW	'Low cost' sidewalk as shown in the example projects on Puget Blvd SW and 23rd Ave SW	Puget Blvd SW and 23rd Ave SW	The number of new families and children on this street in the past few years has more than quintupled (no exaggeration). With all of the new development, cars drive down this street very fast and continue using it as a thoroughfare. It would be ideal to have a sidewalk apportioned off from the street where children could walk safely up and down the street.	Children who live in the neighborhood on 23rd Ave SW, Puget Blvd SW,	North Delridge	SDOT			
18-180	Crossing Improvements on Delridge and Edmunds	Flashing Beacons on Delridge by Edmunds St. Currently, the only available crossing is several blocks north, and requires use of a pedestrian bridge. We've noticed that many pedestrians simply choose to cross here to access the bus stop at Edmunds/Delridge, or kids need to cross over to head to the park, but it is a very dangerous place to do so.	Edmunds St & Delridge	Pedestrian safety	Local residents who live on either side of delridge, Transit users, children who rely on and play in the parks, Delridge playfield & community center guests	North Delridge	SDOT			

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18-184	Traffic Calming on 26th ave SW between Genesee & Andover	Speed humps	26th ave sw btwn Genesee - Andover	auto traffic slows clogs green way /bike way	cyclist	Youngstown	SDOT			
18-185	Pedestrian Lighting Improvements on Delridge Way SW & SW Andover St	Pedestrian lighting at 125 Bus Stop	Delridge Way SW & SW Andover St	There is not adequate lighting at this bus stop.	Immigrant and refugee seniors from SWYFS rely on this stop and do not feel safe waiting for the bus when it is dark outside.	Youngstown	SDOT			
18-186	Traffic Calming on SW Andover Street from 21st Ave SW to Delridge Way SW	SW Andover Street from 21st Ave SW to Delridge Way SW: Change speed limit from 30 to 20. Sign "No Right On Red" at Delridge.	SW Andover Street from 21st Ave SW to Delridge Way SW	Traffic safety. Car traffic is too fast for safe walking and biking on the Neighborhood Greenway. People on foot and on bikes have to cross Andover and start up a hill at 23rd, and cars are coming down the hill too fast. At Delridge, many vehicle drivers are only looking left, and not seeing people approaching on foot and bike from the West Seattle Bridge trail that uses the Delridge sidewalk at this intersection, or people on bikes crossing Delridge from the west to the trail.	Everyone who walks or bikes along Delridge and on Andover.	Pigeon Point	SDOT			
17-156	Connect walkways near Pathfinder Elementary School.	The parks department has spent the last year re-establishing the trail in Puget Park. Is there a way to connect the trail around Puget Park to the trails behind Pathfinder? It isn't that far between the two systems of pathways.	Puget Park/Pathfinder Elementary	Access to Pathfinder Elementary School is not walkable for those on the southern end of the geo-zone. Walking there is a challenge due to poorly maintained sidewalks up Dawson. Kids are often bused up and around the hill to a school that is relatively close by.	K-8 school aged kids south of Puget Park (families along 17-20th avenue) to have walkable access to the school, those traveling any of the trails would have more options to explore as well	Puget Ridge	SPR			
17-177	Improvements to basketball courts	Repainting, resurfacing of court, better, rims/net.	Delridge Community Center	Athletics provide a positive activity for kids, especially at risk youth, as well as being a healthy activity.	At risk youth, anyone who enjoys basketball.	Delridge	SPR			
18-1008	Improvements to Delridge Skatepark	Provide electrical connections to the Delridge Skatepark	Place plug(s) along the concrete seating area at the NE corner of the skatepark close to the intersection of Delridge Ave SW & SW Genesee.	For large neighborhood and community center events involving use of the skatepark, current options for providing sound amplification or lighting in this park require either a generator or running extension cables all the way from the community center due to proprietary-only access to the City Light connections nearby.	Annual Delridge Day festival in the park, along with other potential uses by non-profit and community groups to activate the area. Access could be controlled by Parks Community Center staff.	Youngstown	SPR			
18-1045	Equipment Refurbishment at Puget Boulevard Commons	refurbish the playground equipment at 26th SW and SW Puget Blvd (Greg Davis)	26th Ave SW and Puget Blvd SW	This playground is used by preschool kids 4 and 5 years old. The toys are too big for some of the little ones. Also what happened to an old fashioned swing and slide? The climbing structure is becoming worn. The toys that the little ones can fit on are broken or dangerous for them to use. I have seen little ones fall back off of some of the toys. Frankly the toys in the park remind me of an IKEA store not sure where this idea came from. It seems that several city parks have this same style of playground equipment time to replace it. I saw that this was requested last year and was taken off of the list.	There is a daycare for the developmentally disabled young adults and teens on Delridge Way between SW Brandon St and SW Findlay St. They also use this park as a destination for these kids. They would also benefit from updated park structures	North Delridge	SPR			