

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
17-392	Crossing improvements @ 24th Ave E, E. John, and Madison	Need to retime pedestrian crossing from 24th across John to Madison. Traffic coming uphill on Madison (going west) making shallow turn to proceed west on East John can not visually see pedestrians who have been given walk signal. Near misses weekly esp as uphill traffic accelerates. Someone will be killed.	24th ave e, East John and Madison	Speeding cars, dangerous poorly timed pedestrian crossing	All residents, pedestrians, and drivers trying to be responsible	Capitol Hill	SDOT			
17-393	Traffic-calming along 24th Ave E	Make the crosswalks more visible, at a minimum at east paint them and add signs. Close off 24th Avenue at John and Madison! Add speed bumps on 200 block 24th Ave E and the alleyway between 23rd and 24th. Add traffic cameras and or better signage to enforce the no right turn on red for Madison west bound turning onto John and John east bound turning left onto 23rd, they turn all the time despite a red arrow and signage saying no left on red arrow, Lastly maybe a traffic circle at the intersection of 24th Ave E and Thomas.	200 block of 24th Ave E. Intersection of 24th Ave e, John and Madison, intersection of 24th Ave e and John. Intersection of 24th Ave E and Thomas, ally between 23rd or 200 block of 24th Ave e	Heavy traffic and speeding on 200 block of 24th Ave E between John and Thomas, and the ally between 24th and 23rd Ave E. The intersection of Madison, 24th Ave and John is extremely dangerous. Cross walk lines, (very hard to see), and lights are ignored. No turn signs are ignored on this intersection and 23rd and John intersection.	Walkers especially those using businesses and bus stops on Madison and John. Residents of 200 block of 24th Ave E. and along the ally. Many pedestrians avoid the intersection hurting business.	Madison Valley	SDOT			
17-400	No parking signs on E. Thomas & 23rd Ave E	1. Install a "NO PARKING WEST OF HERE" sign on Eastbound E Thomas Street just East of 23rd Avenue E. (so that cars can safely turn onto my steep grade street which has extremely bad visibility and people often park right up to the intersection. Also enhance the visibility of the Stop Sign opposite it so that people stop parking in front of it.	East Thomas Street, Just East of 23rd Ave E.	The area of chief concern is specifically at the west end of our street, where it intersects with 23rd Avenue East. There are always cars parked in the Eastbound Lanes of E Thomas right up to the very end of the block, sometimes even blocking the ADA ramp/crosswalk. Our street is quite steep and when you are turning right onto it you often have to stop or back up assuming someone is traveling Westbound (up the hill towards 23rd). The visibility is really terrible and unsafe turning eastbound onto East Thomas from either NB or SB 23rd Ave E. We've seen accidents, near misses between cars and pedestrians simply because the visibility is so poor as you are coming up the hill towards 23rd or turning off of 23rd downhill. One of the major issues we face is that because of the construction on 23rd Avenue East, hundreds and hundreds of people a day have started cutting through my street to avoid the intersections at 23rd E and John, Madison and E John and 23rd E and Madison. People are taking E Thomas to 25th Avenue E to cut between E Madison and 23rd Ave E. Its a constant traffic flow up my skinny street in the AM and the opposite in the evening. Cars park on my street and the occupants don't live here they take the bus to Downtown or UW, this area should really be in an RPZ.	All those who actually live in my neighborhood and on my street.	East Capitol Hill	SDOT			
17-402	Crossing improvements on Lake Washington Boulevard from E Harrison St to Hillside Drive E.	Design a solution that makes it comfortable and safe for people of all ages and abilities to walk or bike from E Harrison Street to Hillside Drive E across Lake Washington Blvd. This may include intersection reconfiguration and a short park side path alongside the boulevard.	Lake Washington Boulevard from E Harrison St to Hillside Drive E.	There is no safe bike or pedestrian passage across Lake Washington Boulevard connecting E Harrison Street to Hillside Drive E. This prevents half of the school students that attend McGilvra Elementary school from having a safe way to walk or bike to school. Given the topographic constraints of the East District, this intersection is the gateway between Madison Valley and Madison Park for people walking or biking. There is no safe access unless you are in a car. E Harrison St is receiving neighborhood greenway treatments in 2017, but there is no connection to Madison Park due to the challenges in crossing Lake Washington Blvd.	Primarily students, staff and parents who go to McGilvra Elementary School, Bush School, Ephiphany School, Garfield High School.	Denny Blaine	SDOT			

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
17-403	Shorten crossing at E. Harrison St & MLK Jr. Way E	Possibly shorten the crossing distance and slow traffic by use curb bulbs. Additional signage and or signal might help too.	E Harrison St at Martin Luther King Jr Way E	Its difficult to cross the street by bike or on foot at E Harrison St and Martin Luther King Jr Way.	Many cyclists use E Harrison St. It is part of the Lake Washington Loop signed route east of MLK Way and west of MLK it connects to 27th Ave which is a very popular route into the Central District. Pedestrians also cross here to get to destinations like the Bush school and MLK Community Center on Harrison St.	Madison Valley	SDOT			
17-406	Traffic circle @ 29th Ave E & Republican	A traffic circle	Intersection of 29th Ave E, E Republican, and E Arthur Place	Three well-traveled roads converging without any traffic circle or signal or yield/stop signs.	Pedestrians, automobile drivers, bicyclists	Madison Valley	SDOT			
17-409	Traffic-calming along 24th Ave E	Install flashing beacons at all crosswalks and install speed humps.	24th Avenue East between Boyer Avenue East and East Aloha Street	Cars travel at excessive speeds on 24th Avenue East between Boyer Avenue East and East Aloha Street making it dangerous for pedestrians to cross 24th Avenue. Additionally the excessive speed and increased traffic volume (due to 520 changes) have caused a dramatic increase in traffic noise levels in a residential neighborhood.	Residents along 24th and pedestrians attempting to cross 24th.	Montlake	SDOT			
17-410	Install high visibility lighting infrastructure at crosswalk spanning intersection of E Aloha St. and 23rd Avenue E	A flashing beacon to create more visibility around the crossing.	Intersection of East Aloha St. and 23rd Avenue East	Cars turning at the intersection of East Aloha St. and 23rd Avenue East do not pay attention to pedestrians in the cross walk.	Students, seniors and all other people attempting to cross the intersection.	Capitol Hill	SDOT			
17-411	Install curb-ramps near transit connections by Volunteer Park	Install curb bulbs with curb ramps at the crosswalk across 15th to shorten the crossing distance, make people more visible when attempting to cross the street, and slow traffic along 15th. The path could also be improved to provide a more welcoming entrance to the park.	Intersection of 15th Ave. East and East Prospect Street	There is a walking path leading into Volunteer Park at 15th Ave. E and E. Prospect, and there are bus stops on either side of 15th providing the closest transit access to Volunteer Park. But there is no curb ramp to allow people with mobility limitations to access the path, and traffic moves very fast along 15th. When I took my mother-in-law on the bus to visit the park, I had to take her on a big detour out into the street in order to get to the path. This should be a welcoming, safe, accessible entrance to the park for transit users and people with mobility limitations. This will also most likely be the north end of the soon-to-be-constructed Ridge Route Neighborhood Greenway.	People with mobility limitations visiting Volunteer Park; anyone using transit to visit Volunteer Park or to access the neighborhood; anyone walking across 15th Ave. East at Prospect.	Capitol Hill	SDOT			
17-413	Improve accessibility to Volunteer Park entrance	To improve bike access to Volunteer Park, I propose that 12th Ave E between E Aloha St and E Prospect St be repaved. Both 12th Ave and Aloha are bicycle arterials with pavement in good condition, making this block of 12th the most cost-effective candidate to address this need.	Volunteer Park	The paving on every single street adjacent to Volunteer Park on its west and south sides is in very bad condition and need of repair, leaving no final connection of well-paved road for many cyclists accessing the park (23rd Ave E on the east side of the park is in good condition). Much of Aloha Street one block south of Volunteer Park is paved well, which makes the hill climb more accessible, but nothing for the last block connecting to the park.	Cyclists and motorists	Capitol Hill	SDOT			

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
17-417	Sidewalk installation at Harvard Avenue East north of Lakeview Blvd	As explained in (1) above, the need is to bringing back the missing sidewalk on the west side of Harvard Avenue, at least the 300 feet of it between Lakeview Blvd. and where the sidewalk on the east side of Harvard Avenue E. comes down to street level. At its north end, pedestrians on this new west sidewalk would need to cross Harvard Ave. E. to the east sidewalk but at least they would have that option, whereas now they have no choice but to be in roadway of Harvard Avenue E. just north of the very busy Lakeview Blvd. arterial.	The west side of the block of Harvard Avenue East that is just north of Lakeview Blvd. I believe this is the 2000 block of Harvard Avenue E.	There is a sidewalk missing on the west side of Harvard Avenue E. north of Lakeview Blvd. The barriers of topography and Interstate 5 make Harvard Avenue E. north of Lakeview Blvd. the only direct walking route on the west edge of Capitol Hill between the Melrose and Colonnade areas and parts of North Capitol Hill, Roanoke Park, and Montlake. Unfortunately, the sidewalk that for more than 50 years was on the west side of Harvard Ave. E. north of the Lakeview Blvd. intersection was removed by the I-5 construction and was not replaced when I-5 opened in 1962. This omission magnified the problem that for 300 feet to the north, the sidewalk on the east side of Harvard Ave. E. is far above the street, and very steeply so (precluding access between the street and sidewalk) and thus is reachable at its south end only via stairs near Lakeview Blvd.—and thus that sidewalk is inaccessible for anyone who has trouble with stairs, such as those with disabilities or who use baby strollers. Only by re-establishing the sidewalk on the west side of Harvard Avenue E. will there again be a safe pedestrian route. In bringing back the missing sidewalk on the west side of Harvard Avenue, the most urgent need is just north of Lakeview Blvd. for 300 feet to where the sidewalk on the east side of Harvard Avenue E. comes down to street level. Pedestrians on the new west sidewalk would need to cross Harvard Ave. E. to the east sidewalk but at least they would have a safe option on that 300 foot stretch, whereas now they need to be in the street. In the long run, this “new” sidewalk on the west side of Harvard Avenue E. should be continued for the full five blocks it used to run north to E. Miller St., giving safe access to a spectacular viewing area that was opened up by I-5 west to Lake Union, the Olympic Mountains, the downtown skyline, waterscapes, and sunsets.	All pedestrians, but especially those who are disabled, children, seniors, and mothers pushing strollers, all of whom are unable to use the east sidewalk because of its stairs.	Capitol Hill	SDOT			
17-418	Crossing improvements at 10th & Newton	I would like to see a crosswalk and signs near 10th and Newton, so that pedestrians getting off the bus can cross safely, and to slow traffic.	10th and Newton	There isn't a cross walk near the bus stop so people will often jaywalk, and cars speed on the road.	People who live and work in the neighborhood, or attend the nearby Bertshi school .	Capitol Hill	SDOT			
17-419	Traffic-calming on Federal Ave E	Speed bumps on the two blocks would be very effective at slowing down the traffic. Federal Ave E is not a fire route so it should not be a concern to the Fire Dept. We already have a small traffic circle on E Lynn St but it does not help slow down cars much -- people just go around the circle at full speed and keep accelerating up the hill when going south towards E Boston St, or equally speed up when going downhill towards E Miller St.	Federal Ave East between Boston and Miller	Cars speed through our residential blocks on Federal Ave E to avoid (or "beat") the traffic lights on the arterial (10th Ave E) between E Boston St and E Miller St. It makes crossing the street very hazardous. We have approx. 20 or more children living on the two affected blocks and it is dangerous for them to be outside without constant supervision. Several residents have had near misses with cars and a couple of cats have been killed. We're all collectively concerned about the possibility of one of us getting badly hurt.	All the residents of the two blocks and our children (approx. 40+ homes) plus the general public who walk and bike up and down Federal Ave E, since it is a popular street for walking and biking on.	Capitol Hill	SDOT			
17-428	Traffic-calming on Delmar Dr. E.	Speed humps that would keep the speed of traffic down to 20-25. A raised more visible crosswalk on Delmar Dr E. near Seattle Prep.	Delmar Dr E. between Roanoke and Boyer.	Cars speed on my road, the road and sidewalks are in bad repair and it is in a school zone.	The neighbors that live on the street, many cars are observed going 40-45 miles per hr. This street is becoming busier in a residential neighborhood. Everyday many Seattle prep students and others cross this busy section of road.	Montlake	SDOT			
18-337	Improvements on 20th Ave E between Madison Ave E and John St	no parking on one side of 20th Ave E between Madison and John	20th Ave E between Madison Ave E and John St	This section of 20th Ave E is all but impassable, effectively a one-lane road that has become dangerous to traverse. The high-density development in the neighborhood has brought high-density problems, including rideshare drivers who clog streets further and residents whose cars remained parked 90% of the time. Trying to travel either way on this section of street often results in stalemates and/or needing to nerve-wracking backups along the street into other traffic.	The project would benefit pedestrians and drivers navigating this street to do so safely, as well as residents who depend on street access to our residences by various service providers.	Miller Park	SDOT			

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
18-338	Pedestrian Lighting at 23rd & Madison	A bright neighborhood looks people are alive. Lights needed on 23rd Madison + in the beach.	23rd Madison + in the beach.	We have lots of seniors that go to the store and are afraid to go out after 4pm.	Community at large/ the seniors + the handicap	Central District	SDOT			
18-340	Improvements at Miller Triangle	Create usable open space in the Miller Park Triangle. This would involve clearing shrubs, deciding on a use for the space, gathering, dog run, BBQ, etc.	Miller Park Triangle, Denny and 20th Ave E. Across from Miller Park.	This neighborhood is growing denser and denser. This space represents an open space in the heart of Seattle that is not being programmed to its fullest potential.	The community members in the Miller Neighborhood + Cap Hill, users of the Miller Community Center, Pedestrians who would not have to walk past a dark desolate overgrown space, and potential users of a new neighborhood pocket park.	Miller Park	SDOT			
18-343	Crossing Improvements on Montlake Blvd at 520	Flashing Beacon	Mountlake Blvd / 520 Ramp	hard to cross entrance	walkers	Montlake	SDOT			
18-392	Crossing Improvements at 19th Ave E. and E. Harrison Street	Curb Bulbs and Overhead Crosswalk Signage	Cross walk located at 19th Ave E. and E. Harrison Street	This crossing connects community center, public school, pre-school and play fields with bus stop. It is a significant pedestrian corridor and currently cars pay little attention to pedestrians crossing in this location.	This neighborhood has been one of the fastest growing in the city for the last decade. Improvement of the crosswalk would not only provide safer crossings for school aged children but traffic calming for the commercial district directly North of the intersection.	Miller Park	SDOT			
18-395	Traffic Calming on 23rd Ave E between E Aloha & E Madison	Install speedbumps or other traffic calming measures on 23rd Ave E	Between 23rd Ave E and Aloha to 23rd Ave E and Madison	Cars consistently brake the speed limit. Coupled with the lack of crosswalks and nearby schools it's really dangerous for pedestrians and drivers alike.	Anyone who lives, drives, or walks on 23rd Ave E	Miller Park	SDOT			
18-396	Traffic Calming & Crossing Improvements on 19th Ave E and E Mercer St	Traffic slowing on 19th Ave E and E Mercer St, like the kind of speed bumps added to 6th Ave W on top of Queen Anne Hill, or a pedestrian crossing light, or a pedestrian stoplight.	19th Ave E at E Republican Street or E Mercer Street in Capitol Hill	Mixed use buildings at 19th Ave E and E Mercer with busy commercial activity like a popular restaurant, coffee shops, ice cream shop and small gift & grocery, as well as the added density from apartments built there have made sleepy 19th Ave E incredibly busy with pedestrian traffic, and cars SPEED down that street between the 4 way stop at John street and the 4 way at Aloha. I live near that intersection with my young daughter and it is daunting trying to cross 19th, particularly in the morning when we are trying to cross to the west to get to the bus stop. Cars do not stop for waiting pedestrians, and there are a lot of us, many with children trying to cross to get to school or to the services on 15th. 19th Ave E at Republican has Country Doctor and a preschool and sometimes it's heart stopping watching families with little kids try to cross the street going to and from these businesses that serve them. There are no crosswalks, no speed mitigation of any kind and cars take advantage of that by speeding and ignoring pedestrians.	The families who live east and west of 19th Ave E and commute on foot, by bus, by Connector, or bike, and who walk to the commercial district on 15th Ave from E of 19th. Visitors to the area who are dining or taking their kids for ice cream, or to Country Doctor, or to preschool. All humans and pets in general who live in and visit that densely populated area and shouldn't have to be endangered by traffic that exceeds 30mph along that stretch. Also, the noise reduction would greatly benefit the residents who live in the buildings along that stretch of 19th Ave E.	Capitol Hill	SDOT			
18-802	Walkway Improvements on 21st Ave E between E Roy St & E Aloha St	Greenway improvements for people on bikes going north: Either a rapid flashing beacon and marked crosswalks at E Aloha St & 20th Ave E or a widened sidewalk on the east side of 21st Ave E between E Roy St and E Aloha St (in front of Holy Names)	E Aloha St & 21st Ave E	21st Ave E is a very narrow street that is one-way southbound for people driving, but two-way for people biking. When southbound cars meet northbound bikes, it's difficult (and sometimes impossible) for them to pass each other safely. People trying to bike along the greenway often end up riding on the narrow sidewalk or diverted to 20th Ave E, which has a very dangerous crossing of E Aloha St. Widening the sidewalk would allow people on bikes to continue northbound along 21st Ave E more safely, while an improved crossing at 20th & Aloha would allow people to divert to the one-way northbound street.	People biking along the Central Area Neighborhood Greenway, people walking along 21st Ave E, and people driving south on 21st Ave E.	Capitol Hill	SDOT			

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
18-804	Crossing Improvements on E Aloha St & 20th Ave E	Greenway improvements for people on bikes going north: Either a rapid flashing beacon and marked crosswalks at E Aloha St & 20th Ave E or a widened sidewalk on the east side of 21st Ave E between E Roy St and E Aloha St (in front of Holy Names)	E Aloha St & 20th Ave E	21st Ave E is a very narrow street that is one-way southbound for people driving, but two-way for people biking. When southbound cars meet northbound bikes, it's difficult (and sometimes impossible) for them to pass each other safely. People trying to bike along the greenway often end up riding on the narrow sidewalk or diverted to 20th Ave E, which has a very dangerous crossing of E Aloha St. Widening the sidewalk would allow people on bikes to continue northbound along 21st Ave E more safely, while an improved crossing at 20th & Aloha would allow people to divert to the one-way northbound street.	People biking along the Central Area Neighborhood Greenway, people walking along 21st Ave E, and people driving south on 21st Ave E.	Capitol Hill	SDOT			
18-807	Traffic Calming and Crossing Improvements on 15th Ave East between E Aloha and E Garfield	1) Improved crosswalk visibility and 2) traffic slowing on 15th Ave East between E Aloha and E Garfield	Corner of 15th Avenue East and E Prospect Street in Capitol Hill	Pedestrian and driver safety	Drivers in the area, and pedestrians coming to and from Volunteer Park.	Capitol Hill	SDOT			
18-809	Traffic Calming and Crossing Improvements at Boyer and 25th Ave East	Installing raised crosswalks at Boyer and 25th Ave East and 2th Ave East.	At the intersection of Boyer and 25th and 26th between the Arboretum and 24th Ave East	There is grave concern that when the Lake Washington Blvd. on-ramp to Eastbound 520 is closed, cars will use 25th and 26th to by-pass the back-ups along 24th. The sense of neighborhood will be lost and the streets will become a pass-thru. To slow cars at the intersections and to give the sense of neighborhoods, raised crosswalks matching the design of the intersection at Lake Washington Blvd. and 24th Ave East.	Anyone who lives and travels on 25th and 26th. It will benefit those who use the Greenways route in this area.	Montlake	SDOT			
18-812	Crossing Improvements on 10th ave E & E Lynn	residential & school immediate signage, lighting & crosswalk improvement 2nd needs crosswalk	cross street 10th ave E Lynn	Make it a walkable neighborhood, make it safe for pedestrian to cross	3 Schools, families wanting to acces/walk in neighborhood	Capitol Hill	SDOT			
18-813	Improvements at East Boyer, Delmar Ave East, East Lynn and 16th Ave East	The 5-way stop at Boyer, Delmar, Lynn and 16th needs to be reworked. It is a very tough intersection for pedestrians.	East Boyer, Delmar Ave East, East Lynn and 16th Ave East	The Sightlines are very poor. Cars regularly do not stop or perform a rolling stop at this intersection. This puts pedestrians at risk. The round-a-bout is not maintained further limiting sightlines. The intersection should be reworked or at the very least, enhanced crosswalks at all five crossing should be installed. Flashing stop signs should be installed as well.	Anyone who travels down Boyer, Delmar, Lynn and 16th, particularly those who travel to the Montlake Community Center. Of immediate concern are the Seattle Prep students who use the Montlake Playfield, Gym and Tennis Courts.	Montlake	SDOT			
18-814	Traffic Calming on 25th Ave East and East McGraw and East Lynn	Turn 25th Ave East into a one-way street Southbound, between East McGraw and East Lynn.	25th Ave East and East McGraw and East Lynn	To avoid the back-up that forms along 24th Ave East, cars use 25th to go from East Lynn (and points south) to Roanoke Ave East, turn left at Roanoke and then get back on 24th Ave East.	Making 25th Ave East one-way benefits anyone who lives between East Lynn northward to Lake Washington Blvd. It will reduce the number of cars using 25th Ave East and reduce the amount of cross-thru traffic. It will prevent 25th Ave East from becoming a thoroughfare.	Montlake	SDOT			

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
18-815	Traffic Calming on East McGraw between Boyer and 18th Ave East	Adding speed bumps or humps along East McGraw between Boyer and 18th Ave East. This will slow traffic as they use McGraw to by-pass the back-up along Boyer. The back-up is do to the 5-way stop at Boyer, Lynn, 16th and Delmar. Additional speep bumps should be considered along 16th Ave East between Lynn and Calhoun.	One speed bump would go along McGraw between Boyer and 16th Ave East. One would go along McGraw between 16th and 18th Ave East. Another would go along 16th Ave East between Lynn and McGraw. The other would go along 16th Ave East between McGraw and Calhoun.	The traffic at the 5-way stop at Boyer, Lynn, 16th and Delmar backs up regularly beyond McGraw. To avoid the delay, cars use McGraw as a short cut, head east to 18th Ave East on on to Lynn. The speed and volume has increased along McGraw. Speeds have been increasing along 16th Ave East between the 5-way stop and the Montlake Community Center.	The families who live on McGraw. It represents an example of where traffic moves to a place that cannot handle the traffic.	Montlake	SDOT			
18-816	Walkway Improvements on Calhoun and west side of 24th ave E	Improve the sidewalk and / or instruct owners of adjacent properties to keep them clean of awful mud forming plant debris	between calhoun and west side of 24th ave E	Many people need this sidewalk for various reasons. when I walk from my home on Eshelby to the Mountlakle Library I end up walking on the roadway to avoid the great likelihood of a fall.	All walking and bicycling are residents or visitors	Montlake	SDOT			
18-817	Crossing Improvements at Delmar Ave East and East Interlaken	An enhanced crosswalk should be installed at the intersection of Delmar and Interlaken. There is very little compliance at the existing crosswalk due to the speed at which cars travel along Delmar. It is a particular concern in that it is located in a school zone.	Delmar Ave East and East Interlaken	To protect the pedestrians, bicyclists and students who try to cross Delmar at this location.	Students, pedestrians and bicyclists.	Montlake	SDOT			
18-3013	Improvements at Lakeview Park	Bench and BBQ to Lake View Park, additions for people at the park. increase usage	LW view park, LW blvd E and 37th Ave E.	user friendly additions to park more people will use the green space	neighborhood, schools	Denny-Blaine	SPR			