

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
17-320	Install a raised traffic lane divider and yield sign @ Rainier Ave S & S. Bayview St.	Install a raised traffic lane divider and yield sign @ Rainier Ave S & S. Bayview St.	Rainier Ave S & S. Bayview St.	People driving NB on Rainier Ave S and wanting to go to McDonalds don't wait for the light on S. Bayview St, so they turn right on S. Bayview and sharp left towards the McDonald South parking lot, thus crossing a double=yellow line and two lanes of traffic (left turn and westbound), which has caused collisions, and puts pedestrians in danger. There used to be a yield sign on the SE corner but was knocked down: the raised divider would stop drivers from attempting the above.	Drivers and pedestrians	Mt. Baker	SDOT			
17-347	Restructure corner & add ADA improvements to 25th Ave S & Plum St	By creating a formal corner with ADA approved accessible ramps at the NE corner where one currently does not exist, it will eliminate several parking spaces that obscure the visual angle of drivers watching for cross traffic opening up the intersection for greater pedestrian and vehicular safety. It would move the intersection forward in improving the overall design of the intersection for pedestrians and drivers while sacrificing only a few parking spaces that should not be there. There is ample parking at the nearby organizations and many free street parking spaces. Another step towards making the intersection as safe as possible would be to make it a Four-way stop intersection instead of a Two-way stop. This would prevent short-cutting drivers from speeding through the intersection and potentially causing accidents.	The NE corner of the intersection of 25th Ave South and South Plum Street.	The intersection of S Plum Street and 25th Ave South has been the site of a variety of accidents, including residential drivers, Metro drivers, and school buses - and many undocumented near misses, some including pedestrians. Due to the elevation gain on the approach to the intersection from the west and property height at the NW and SW corners a driver's view of other approaching vehicles is impaired at this Two-Way Stop intersection. The NE corner is taken up by diagonal parking, which at times includes large vans or trucks that completely block the visual access of drivers traveling south on 25th of vehicles approaching from the east. This street is commonly used by drivers seeking a "short cut" between Rainier or 23rd and MLK Way - often these drivers are in a hurry and speeding. This intersection is directly adjacent to the Lighthouse for the Blind, Inc. and the American red Cross. Both business have many employees and visitors that are traveling through this intersection, both on foot and by vehicle.	Employees commuting to the Lighthouse for the Blind, Inc. located on the SE corner of the intersection, employees and visitors to the Red Cross on the NE corner of the intersection, residents and visitors to the neighborhood, including those who may be traveling to the nearby section of the Mountains-to-Sound Greenway, and the employees and many visitors to the 2100 Building (1 block away). The 2100 building is home to 12 non-profits that focus on working with children in the community - children and teens are often traveling through the neighborhood to attend programming.	North Rainier	SDOT			
17-351	Construct mid-block crosswalk spanning 23rd Ave S between S Jackson and S King St	Add mid block crossing Add light strips to both mid block and king street crosswalk Add improved signaling @ King, flags & holders both midblock & King	23rd Ave S. Between S. Jackson & S. King Sts	23rd Avenue needs a mid block crosswalk between Jackson and King. Increasing density in the neighborhood and the ability to cross quickly would be safer and make things flow more smoothly in the neighborhood. Many people cross illegally between Jackson & S King, causing traffic hazards and people clipping the curb/shrubbery to avoid pedestrians. Mid block crossing could easily be added to the plan for 23rd Ave improvements, but a small grant could pay to light the crosswalk at mid block and add new crossing buttons, flags, etc to make that area safer as we anticipate 500 units going up next year.	Pedestrians, drivers, residents and business owners who appreciate safer streets	Central District	SDOT			
17-400	Install permeable pavement @ 23rd & Jackson	Replace an area of asphalt with a pervious surface	23rd & Jackson	Permeable pavement area (or bioswales) - Storm water runoff causes flooding in streets, parking lots, etc, can overwhelm storm water system	People who work, shop and otherwise use the 23rd & Jackson plazas (very many people). Also, any amount of water that can be absorbed into the ground where it falls creates less pressure on the underground system; reducing likelihood of combined sewer overflow (which in our area would likely occur in Lake Washington).	Central District	SDOT			

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17-424	Improve busstop @ 26th & Walker	Work with METRO's Facilities Department to install curbing at this location, unless METRO has decided to use the new trolley coaches on the weekends (which is possible, since those have battery power, allowing them to travel up to three miles without having to draw power from the overhead wires).	26th and Walker (the Route #4 layover point)	The bus stop nearest the building in which I live lacks a curb, making it practically unusable for anyone wishing to board low-floor METRO busses there on weekends, due to the fact METRO uses diesel coaches with older boarding ramps that are too steep for anyone using a manual wheelchair or walker to negotiate. During the week, this is not a problem, since 40-foot trolley coaches are used on the route--and those have much easier ramps to negotiate.	Anyone who uses the Route #4, especially those people using manual wheelchairs and walkers--and this community has a large number of both!	North Rainier	SDOT			
18-300	Crossing Improvements on Rainier Ave S near I-90	We need more signalized crosswalks on Rainier Ave around I-90. There are only two between Charles and 23rd Ave: I-90 and Massachusetts. It's over a quarter mile between Charles and the I-90 crossing and between 23rd and the Massachusetts crossing.	Rainier Ave S between Charles St and 23rd Ave S there are only four signalized crossing: Charles, 23rd, I-90 and Massachusetts. We should put at least one between Charles and I-90 and one between Massachusetts and 23rd.	Prevailing speeds on Rainier are high, often above 40 mph. The road is very wide and there are few places to cross safely. Cars do not yield to pedestrians except at signals.	Pedestrians and transit users and those wanting to get around by foot in the area who are discouraged by having to walk many hundreds of feet out of the way to cross safely.	Judkins Park	SDOT			
18-302	Traffic Calming on 26th Ave S between Dearborn & Judkins	Speed bumps on 26th Ave S between Dearborn & Judkins	26th Ave S between Dearborn and Judkins	Cars use this street as an arterial route and drive far above the speed limit. This occurs multiple times daily.	Residents of this street. I do not have any children but each time I hear a car zoom down this wide road, I get chills thinking of what could occur because of speeding.	Judkins Park	SDOT			
18-345	Pedestrian Lighting Improvements on Rainier Ave S	Bright sidewalk lights for pedestrians/bus takers going to the I-90 overpass. It's very dark heading towards Massachusetts which is a very busy road and hard to see pedestrians in the dark.	On the east side of Rainier from 90 to Massachusetts	Pedestrian safety	The general public	Atlantic	SDOT			
18-346	Pathway Improvements on Rainier & I-90	Add a path that accepts reality at the SW corner of I-90 & Rainier where folks actually walk	I-90 & Rainier, southwest corner next to the off ramp, cut through path from where the crosswalks are diagonal to meet up with the MTS trail	I've lived here 8 years and folks always cut the diagonal at this point leading to a muddy area. The path is persistent and grass never comes back. A path would look nicer, be better for people because they wouldn't have to walk in and would likely have less runoff.	Everyone in the neighborhood during commutes	Atlantic	SDOT			
18-349	Traffic Calming on 21st Ave S and S Judkins St	Speed Hump	21st Ave S and S Judkins St	Drivers going from 20th Ave S to S Judkins St tend to gain speed on the curve that connects these two streets. This, and the low visibility from the blind curve, makes it hard for drivers to notice and stop in time for pedestrians crossing S Judkins St at 21st Ave S, or park/skatepark visitors who often cross elsewhere along the block.	pedestrians and park users	Judkins Park	SDOT			

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18-350	Crossing Improvements on S Judkins St at connection to Judkins Park path	Raised Crosswalk connecting Judkins Park to I-90 trail and light rail	S Judkins St at connection to Judkins Park path (between 22nd Ave S and 21st Ave S)	Drivers often do not yield at this crossing despite the marked crosswalk and center median. This crossing is already heavily used by bicyclists and pedestrians and will be much more heavily used in coming years when the Judkins Park light rail station opens, providing a bicycle, ped, and transit connection to the Judkins Park neighborhood, Washington middle school, and Giddens Elementary school. The road just past this crossing also frequently floods when it rains and drivers frequently hydroplane across the puddles at dangerous speeds -- a raised crosswalk would also serve as a speed hump to lower excessive speeds.	School children crossing to Judkins Park to access Washington Middle School and Giddens Elementary, pedestrians and bicyclists accessing Judkins Park from the I-90 trail, future transit users accessing Judkins Park station.	Judkins Park	SDOT			
18-352	Sidewalk Repair on 26th Ave S	Fix the sidewalks on the green belt on 26th Ave s	1117 26th ave s	The side walks between judkins and Charles are completely torn on and I've seen numerous child fall of them some even stopped to cry in my yard	Everyone who uses this street regularly	Judkins Park	SDOT			
18-353	Walkway Improvements on 20th pl between S. Weller st and S. Lane st	Improve section of Central Park Trail by Washington Middle School	sidewalk on 20th pl between S. Weller st and S. Lane st is narrow and overgrown	Central Park Trail is a short N/S Trail which connects with I-90 Trail and future light rail station. This section of the trail is too narrow when bicycles and pedestrians are present	Trail users, Washington Middle School community	Judkins Park	SDOT			
18-354	Walkway Improvements on S King St	Raise the sidewalk and add/improve/fix drainage to improve walking, biking, and parking when it rains. Large pool of water stays for days, forces everyone into the street	1264 S King St. Seattle, WA 98144	This will soon be a green street, and this issue impedes every mode of transportation other than driving through. This area pools and retains water for days, when it rains. It takes over the sidewalk and parts of the street. Dangerous and off-putting, people will have to walk in the street, bikers will have to make sudden moves to avoid deep and muddy puddle. There is a lack of drainage or the sidewalk is too low. This street will receive green streets treatment by SDOT soon, but the plans do not include full block improvements. Compounding with Plymouth's new development, both sides of the street will force pedestrians to zig-zag, right by a turn off from Rainier Ave S. If this street expects walkers and bikers, people in non-motorized methods will be in the same space as moving cars. The east entry to 1200 S King St will be chaotic and dangerous	Pedestrians, bikers, drivers, esp in a time of need -- construction coming soon. Esp dangerous for older population of Chinatown and Little Saigon who will compete with cars in the street when it rains	Atlantic	SDOT			
18-355	Improvements on 26th and Jackson	Restricting parking on 26th S and Jackson intersection to avoid collision with on coming traffic due to blind spot	26th and Jackson	To avoid collisions	All commuters on that cross streets as well as all on Jackson that cross that intersection	Judkins Park	SDOT			
18-3001	Pathway Improvements on Rainier & I-90	Add a path that accepts reality at the SW corner of I-90 & Rainier where folks actually walk	I-90 & Rainier, southwest corner next to the off ramp, cut through path from where the crosswalks are diagonal to meet up with the MTS trail	I've lived here 8 years and folks always cut the diagonal at this point leading to a muddy area. The path is persistent and grass never comes back. A path would look nicer, be better for people because they wouldn't have to walk in and would likely have less runoff.	Everyone in the neighborhood during commutes	Atlantic	SDOT/SPR			
18-3006	Tree Planting in Judkins Park	Planting trees to provide natural shaded areas within Judkins Park	Judkins Park -near the skate park and the water feature/playground area	The park is often empty, not very aesthetically pleasing and too hot in the summer for families to use effectively. Shaded areas from tees would add beauty and function to the park, attracting more family usage and hopefully decrease the crime in the park while increasing safety.	Everyone!	Judkins Park	SPR			

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18-3008	Pathway Improvements in Judkins Park	Widen the trail along the west side of Judkins Park so that people walking and people biking can use it safely.	Central Park Trail along the west side of Judkins Park, from S Judkins St to S Weller St.	Many people on bikes ride along the Central Park Trail along the west side of Judkins Park to avoid the steep hills on 20th Ave S when riding between the I-90 trail and places to the north (Washington Middle School, Pratt and Dr. Blanche Lavizzo Parks, other Central District locations).	People walking and biking through Judkins Park, students and parents at Washington Middle School	Judkins Park	SPR			
18-3009	Pathway Improvements near I-90 Trail	gravel on beaten paths between "Judge Charles M. Stokes Overlook" and Rainier Ave S	Between Stokes Overlook and the I-90 trail; also between I-90 trail and Rainier Ave S toward bus stops at I-90	Pedestrians are taking these shortcuts because they save walking time getting to/from Judkins Park area and the bus stops at Rainier & I-90, but the beaten paths are muddy and some covered with tree roots. Would be great to make these paths official and safer with some gravel!	pedestrians and bus commuters in Judkins Park	Judkins Park	SPR			
18-3007	Entrance Improvements to Judkins Park	A better walkway for the S. Charles st entrance to Judkins park/Washington middle school.	S. Charles st at 22nd (100ft east of 22nd) an angled walkway up to Washington middle school and the park area with baseball fields.	All the other entrances to the park are newly paved and in good repair (all besides the one at the dead end at S. Dearborn, but I heard that was going to be redone and made better) but this entrance is crumbling, has bad asphalt and is bordered by semi-dangerous concrete blocks. It could easily be cleaned up and made better with some retaining wall support and some plantings. And of course a new path poured and bordered.	Children going to and from school. All the parents attending events in the fields. Park goers. The general neighborhood which uses this park entrance often; more often than all the others.	Judkins Park	SPR/SDOT			
18-818	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: S Holgate St, S Irving St, E Pine St, E Olive Way, E Mercer St, E Lee St, E Allison St, E Martin St	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			