

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
17-355	Ped improvements @ Yesler & 8th	More street lights and wider walkway	Yesler and 8th	Its a little scary down at yesler and there is always garbage piling up on the street	A lot of people who live in the are especially kids who may seem scared to take out the garbage, walk home from school, etc	Yesler Terrace	SDOT			
17-356	Ped lighting @ Boren & Terrace	Increase lighting at the pedestrian crossing at Boren Avenue and Terrace Street.	Boren Avenue and Terrace Street	Boren Avenue sees high traffic volumes during rush-hour. It can often be challenging or scary for many pedestrians to cross. At Boren Avenue and Terrace Street, there is a lighted crosswalk, but it is sometimes difficult for drivers to see the lighting.	Pedestrians going to Harborview Medical Center or Seattle University.	First Hill	SDOT			
17-357	Ped improvements near 8th Ave & James St	Safety improvements for the intersection (i.e lighted crosswalk, new crosswalk paint)	8th Avenue and James Street	In late January, a pedestrian was seriously injured at the intersection of 8th Avenue and James Street. This intersection is hazardous for pedestrians due to automobile traffic and steep grades, making it difficult for drivers see pedestrians. This is also a main route onto interstate 5.	Pedestrians that cross James Street going to Harborview Medical Center and downtown.	First Hill	SDOT			
17-358	Crossing Improvements on 19th & Cherry	Add an overhead, perhaps cable hung, flashing yellow light and maybe a crossing sign they are high enough off ground to be visible from bottom of hill on Cherry st (bottom of hill is approximately at intersection with 20th Ave) to alert drivers to frequent crossings that are not always visible to drivers from the bottom of the hill when traveling westbound on Cherry Street.	19th Ave and Cherry Street	Unsafe to cross arterial that runs through squire park/cherry hill neighborhood in CD. 19th Ave and Cherry Street is an intersection the poses a hazard to cyclists, pedestrians and automobiles traveling on 19th Ave crossing Cherry St. The hill makes sightlines poor for both cars driving along Cherry and people crossing Cherry on 19th in various travel modes. Multiple car crashes have occurred here over the past few years and my family has had a series of close encounters with cars while crossing on foot. Cars often speed on this road making the issue all the more dangerous. 19th is also a highly traveled cycling route. As children become more and more prevalent in this neighborhood, this hazard becomes all the more worrisome.	The neighbors walking dogs, walking children and just walking themselves. Cylists that use 19th as a North-South travel corridor through city. Drivers crossing Cherry St on 19th and drivers traveling along Cherry whose vision of cross traffic at 19th is hampered by geometry of hill.	Squire Park	SDOT			
17-361	Ped lights on Marion St, between 13th & 14th	A bright streetlight.	Marion Street, between 13th and 14th Avenue.	A very dark block on Marion Street between 13th and 14th Avenue. At night, people regularly hang out and or hide in the alleys and yards long this very short stretch. There is a lot of evening activity on 12th, right off that block, at the several bars and restaurants. I see people regularly barfing along that stretch, squatting in the bushes, and just socialing in the dark alongside homes and in the alleys. Many of these people are drunk, stoned, or doing drugs. In addition, later at night (between 2:30-4:30am) we have had several calls to the police reporting vandalism and break-ins on that block. I see and hear the police cars from my home on the corner of 14th & Marion. A simple street light would be very helpful to reduce this destructive presence there. Finally, I will say that I often walk home down that brief stretch at night myself if I am heading home late from work at Swedish Hospital or an evening out. It is truly creepy. I feel safer on nearly every other street at night within a 3 block radius than I do walking home that way. Especially after 2am. Thanks for your consideration. Resident since 1997	The neighborhood residents and public citizens who walk down that street at night in the dark.	Squire Park	SDOT			
17-364	Improve walkway between Madrona Park & Madrona K-8	We would like to improve this pathway by making it ADA accessible and re-planting it with friendly plantings- trees and low ground cover. The Madrona K-8 and Madrona Community Council are working together to renovate the school playground and create a welcoming community garden space adjacent to the pathway in question. We would like to coordinate these efforts with improvements to the pathway to make the space friendly to the whole community.	The intersection of 33rd and Spring	We have a unique traffic redirection at 33rd and Spring in the Madrona neighborhood. The path that crosses from Madrona K-8 to Madrona Playfield is a great asset to our families. But it has some problems. It is non-standard in that it has a small step up from the sidewalk and is not ADA accessible. It is also planted with very tall, aggressive, thorny plants, making walking through it unpleasant and unsafe.	The school community, neighborhood families, local businesses, neighbors.	Madrona	SDOT			

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18-303	Crossing Improvements at 14th and Washington	Flashing stop sign @ pedestrian crosswalk	14th and Washington crosswalk at the South Washington St streetcar station	While there is a standard red stop sign, drivers regularly disregard it particularly since there is a traffic light up ahead at Yesler and 14th and people rush to make a green light thus blowing through the stop sign at the crosswalk	Street car riders, pedestrians, other cars, the neighborhood	Atlantic	SDOT			
18-304	Improvements at 14th and Yesler	Red light camera for intersection at 14th & Yesler	Intersection at 14th and Yesler	Most drivers do not observe the red light. I am at the bus stop all the time and witness failure to yield right of way and blosing through red lights regularly.	Pedestrians, drivers, neighborhood	Atlantic	SDOT			
18-305	Pedestrian improvements at Terry and Jefferson	Pedestrian improvements at Terry and Jefferson	Terry Avenue and Jefferson Street	Parked cars block the view of traffic at this busy intersection, next to a regional medical center. Terry Avenue is a major pedestrian route to Yesler Terrace.	Users at Harborview and neighborhood residents	First Hill	SDOT			
18-306	Crossing Improvements at Terry Ave & James Street	Improve pedestrian movement at Terry Avenue and James Street	Terry Avenue and James Street	Terry Avenue is a pedestrian friendly street to and from Yesler Terrace. There is a senior housing project currently under construction at this intersection and safety and traffic improvements are needed.	Residents of southern First Hill and Yesler Terrace	First Hill	SDOT			
18-307	Crossing Improvements at 9th & Columbia	Install a permanent curb-bulb at 9th Avenue and Columbia Street	9th Avenue and Columbia Street	The Skyline retirement community and Seattle Archdiocese are at this intersection. This intersection sees a lot pedestrian traffic and needs to reflect that.	Everyone who uses the intersection.	First Hill	SDOT			
18-308	Crossing Improvements at 9th & Marion	Install a curb-bulb at 9th Avenue and Marion Street	9th Avenue and Marion Street	This intersection is unsafe for drivers, bikers and pedestrians due to the lack of visibility from cars parked on the street.	Everyone who uses the intersection.	First Hill	SDOT			
18-309	Street Trees on 9th Ave	Plant trees along 9th Avenue	9th Avenue and Marion Street	Currently, there are two empty tree pits and a dying tree at the NE corner of the intersection. They need to be replaced.	There are low-income seniors adjacent to this intersection and planting trees help to mitigate pollution from I5.	First Hill	SDOT			
18-310	Crossing Improvements at Boren Ave & Columbia St	Pedestrian improvements at Boren Avenue and Columbia Street	Boren Avenue and Columbia Street	O'Dea High School and Swedish Medical Center border this intersection. There aren't crosswalks or any safe way to cross this intersection.	Students, visitors to Swedish Medical Center, Seniors and neighborhood residents.	First Hill	SDOT			
18-311	Traffic Calming & Crosswalk Improvements at Cherry & 19th/20th	Traffic calming and pedistrian crossings at 19th and 20th to cross Cherry. Project involves clear crosswalks, pedistrian crossing lights, and sidewalk bulbs that improve pedistrian visibility and signal vehicles to stop for crossing pedestrians. Crossing Cherry has become increasingly treacherous for pedestrians due to increased traffic, the sharp eastbound downhill, and lack of ramps on sidewalks facing Cherry (for strollers or bikes).	20th & Cherry; 19th & Cherry	Crossing Cherry at 19th and 20th is trecherous, as eastbound vehicles pick up speed on a steep downhill ride. Sightlines are not clear for pedestrians to check for traffic, and cars are not motivated to stop because of the quick decline. Crossing Cherry is important for pedestrians travelling to home, businesses, or school. The direction of the sidewalk ramps makes it difficult (particularly on 20th) for pedestrians to check for cars before crossing Cherry. The increase of traffic on Cherry has also made it difficult to find a clear time to safely cross, especially as cars have failed to stop to allow pedestrians to cross.	Neighbors who live in the area: walkers, runners, bikers, students	Squire Park	SDOT			
18-312	Signage on 27th Ave	Upgrade and add NO Parking Signs	700 -1000 block of 27th Ave	Illegial parking on east side is impediment to emergency vehicles that use 27th for alternative route	emergency responders, residents (don't have to dodge illegally parked vehicles)	Central District	SDOT			
18-316	Traffic Calming at 24th and Olive	Traffic circle	24th and Olive	Major traffic use due to east Madison YMCA creates a hazard for pedestrians and cross traffic	Whole neighborhood	Central District	SDOT			

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18-356	Crossing Improvements at 21st Ave and Yesler Way	Put flashing beacons at 21st and Yesler to help pedestrians and bicyclists cross Yesler Way. Have a bicycle button accessible from 21st Ave to signal them, as well as a pedestrian button on the sidewalk.	21st Ave and Yesler Way. Flashing beacons across Yesler with separate buttons for both bicyclists and pedestrians to signal them.	This is part of a common north south route through the area, since it's the closest crossing of Yesler for people coming out of Lavizzo park heading north. Since this intersection is at the bottom of the hill both directions, cars go fast both ways, so pedestrians and bicyclists need extra help getting across the street	Pedestrians and bicyclists. People going north-south along the Judkins Park - Washington Middle School - Lavizzo Park route. This is a natural relatively car free corridor frm the I-90 trail all the way up to Jefferson, with the exception of Jackson and Yesler.	Squire Park	SDOT			
18-357	Traffic Calming on 29th avenue between Yesler and Alder	Speed bumps on 29th Ave	29th avenue between Yesler and Alder	This long straight stretch of 29th ave between Yesler and the circle at Alder is often used as a cut-through to avoid MLK. Especially during rush hours, cars regularly speed down this stretch of road at 30-35 mph. This is 2 blocks from Leschi Elementary school/Peppi's park and 2 blocks from the popular Powell Burnett park, so there is a lot of pedestrian traffic, particularly kids, at the same time as the speeding cars. We inquired about double-sided parking as a low-cost traffic calming solution, but the street is 24 feet wide, which means that it is 1 foot too narrow to support parking on both sides. Speed bumps would help with traffic calming and may be enough of a deterrent to encourage people to use MLK, 2 blocks over.	Neighborhood, elementary school students walking to Leschi, students walking to other neighborhood schools, Park-goers	Leschi	SDOT			
18-358	Traffic Calming on 24th Ave & E Alder	Add a traffic-calming circle or bulb	24th Ave & E Alder	High school student drop-off & pickup at Garfield causes large amounts of backups in the morning and afternoon. Adding traffic calming at this intersection would discourage parents from taking this back street, and would encourage them to instead drop off students at the appropriate front, or along one of the main streets only a few blocks away - MLK, Yesler, or 23rd. During the late evening and night, this intersection is not busy, and due to the single stop sign, some cars frequently speed through it, taking the corner blindly, at a speed that would be deadly to any pedestrians. Adding traffic calming would also prevent this unsafe driving. There are currently circles at 25th and 26th along E Alder, but driver still speed through the single intersection they can.	Significantly improves the quality of life of Residents, Pedestrians at the intersection, and Parents/Students/Teachers/Staff of Garfield.	Central District	SDOT			
18-359	Traffic Calming on 21st Ave and E Terrace St.	Roundabout for 21st & Terrace	21st Ave and E Terrace St.	Since my son started at Washington Middle School 1-1/2 years ago we have witnessed 3 T-bone collisions between cars at this intersection. We ride our bikes daily along this route, as do a number of neighborhood kids on their way to school. One collision I witnessed happen directly in front of me, the other two we saw the aftermath of smashed cars. Terrace is a tiny, blind intersection with 21st Ave, but often drivers seem to cruise through without checking for cross traffic. Many drivers seem to use 21st Ave as a cut through between Yesler and Jefferson or Cherry. It is worrisome as a bicyclist that if cars get hit this often, I may be next.	Drivers and Bicyclists using 21st Ave south of Jefferson St.	Squire Park	SDOT			

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18-360	Crossing Improvements on E Jefferson & 15th/16th Ave	Pedestrian Crossing Improvements along E Jefferson near Swedish Cherry Hill. Improved lighting, signage and crossing features would ensure safe pedestrian crossing of E. Jefferson. Two simple fixes: currently there are pedestrian signs facing only one side of the road (That is, a driver only sees one pedestrian crossing sign). Thus, by placing a corresponding pedestrian sign on both the north and south side of a pedestrian cross walk, there is an increased signal to the driver that pedestrians might be crossing and they might be need to slow and yield; (2) paint a pedestrian cut out onto the street itself. Similar to the paint markings/signage at the pedestrian crossing at 14th Ave & Columbia, such markings allow pedestrians better visibility to be seen (especially at night and dark/rainy days). Both fixes are relatively cheap and would increase the pedestrian safety along E Jefferson.	Intersections of (1) E Jefferson & 15th Ave and (2) E Jefferson & 16th Ave.	Due to SU, the new businesses along E Jefferson and Swedish Cherry Hill, this neighborhood has pedestrians at all hours of the day. Given the amount of foot-traffic, pedestrian improvements are needed to ensure safe crossing of E. Jefferson.	Neighbors, Hospital employees, patients, SU students, etc. (Note: this is also a Metro bus cooridor, which contributes to the high number of pedestrians attempting to cross the street)	Squire Park	SDOT			
18-361	Crossing Improvements at 11th & Jefferson	Flashing Pedestrian Light at 11th & Jefferson	11th & Jefferson	Due to the slope of the hill, and the parked cars, drivers can't see pedestrians attempting to cross at the painted crosswalk. Being able to push a button and create a flashing sign would help pedestrian visibility.	Seattle University Students, First Hill and Spruce Park Neighborhood residents	First Hill	SDOT			
18-362	Improvements at 14th Ave & E. Columbia St.	Improvement to confusing intersection at 14th Ave E, Marion St., and E. Columbia St. Bike Street remove parking on one site of street from top of hill to 14th Ave.	14th Ave & E. Columbia St.	The corners at 14th Ave and E Columbia and E Marion are very hard to cross as a pedestrian. Unsafe for crossing with kids and slower walkers. Also, E. Columbia is unsafe for bikes in my opinion due to lack of visibility due to cars parking on both sides of street.	The neighborhood walkers of which their are many.	Squire Park	SDOT			
18-363	Traffic Calming at 33rd Avenue and Columbia Street	Traffic circle at 33rd Avenue and Columbia Street	The intersectoin of 33rd Avenue and Columbia Streets.	33rd Aveune north of Cherry Street does not have any traffic calming devices, as nearby 32nd, and 31st Aveunes do, for example. 34th is the main artery, but people speed down 33rd since they cannot drive as quickly on 32nd or 31st. 33rd eventually deadends into Madrona Elementary and borders the Madrona Playfield, so it is an area filled with pedistrians, cyclists, and children as 33rd connects the elemntary school, the park, and the Sally Goldmark Public Library. Becuase the neighboring streest have multiple traffic circles, this necessarily funnels the faster traffic or encourages faster traffic on 33rd Aveunue. On narrow Seattle residential streets, it is already difficult to see around parked cars as you cross the street. When this is coupled with the faster traffic, it is unsafe for multitudes of neighborhood children and pedestrians. I'm aware of at least two traffic collisions at the intersection of 33rd Aveune and Columbia Street in the last four years. A traffic circle would look nice and not impede parking. Other neighborhood attempts to slow traffic have not worked. Thanks!	The project would benefit the children walking to/from the elementary school, the park, and the library, not to mention the neighboring high street shops and restaurants along 34th. It will keep the neighborhood safer and make it more beautiful with a planted traffic circle.	Madrona	SDOT			
18-369	Traffic Calming on 21st Ave between Marion and Union	Speed hump for 21st Ave between Marion and Union	21st Ave south of E Union St and north of E Marion St.	This area of 21st Ave does not have a cross street making for a doubly long block. Drivers often take advantage of the extra length and speed down the block. There are a number of small children living and playing on this street.	Children who live on this street and could be endangered by speeding cars.	Squire Park	SDOT			

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18-371	Improvements on E. Union St. & 19th Ave	Change the intersection of 19th & Union to an All Way Stop	intersection of E. Union St. & 19th Ave	Currently the 2-way stop makes interacting with Union St difficult for drivers and pedestrians. Vehicles on Union are not required to stop at 19th which gives them seeming priority over other users. Vehicles often fail to yield or even slow down for Pedestrians and other vehicles. This intersection would be improved for all users by changing it to a 4-way stop similar to 19th & John.	All users crossing or turning at this intersection will benefit. Only vehicles driving straight on Union will experience a small slow down.	Central District	SDOT			
18-373	Crossing Improvements and Traffic Calming on 17th and Union	Crosswalk and Traffic Light	17th and Union	This is a frequent crossing zone. There is more or less a corridor through the park/school. There is a school across the street, and there are multiple grocery stores just to the north of the school. There is no reason for cars to be going quickly through here. Most traveling east will stop at the light a block down anyway.	It benefits pedestrians trying to cross. And it benefits residents and students (everyone!) to know that cars are not going 40 miles/hour over the top of the hill.	Squire Park	SDOT			
18-374	Crossing Improvements at 21 st & union	crosswalk & curb bulbs/increased visibility @ 21st union	21 st & union	lots of kids cross there to the music school, to Washington middle school to many middle school, & bickers to Stevens elementary school cars do not slow down	kids and people who wants kids to be safe from cars	Central District	SDOT			
18-376	Walkway Improvements on pedestrian staircases leading from 29th Ave to E Union St	Remove blackberry/install native plantings next to public stairways at 29th Ave on either side of E Union St.	The 2 sloped planted areas adjacent to the pedestrian staircases leading from 29th Ave to E Union St (north and south sides of E Union St)	The stairways that connect 29th Ave to E Union are very dark at night and unwelcoming as they are completely overgrown with blackberry. In addition, the neglected look of the street end results in frequent illegal dumping which furthers the dilapidated and dangerous atmosphere of these two dead-end streets.	Landscaping improvements (and simultaneous slope stabilization) will benefit the surrounding communities of Madrona, Madison Valley and Central District - particularly those men, women, and children that use these stairways at night to access the bus stops on E Union St. installing native plantings will also benefit native pollinators and bird species. The improvements could be easily stewarded by community members, who as of now, feel like the blackberry thicket is too much to manage.	Madrona	SDOT			
18-380	Traffic Calming on 34th Ave	Traffic calming speed bumps (or similar strategy) approaching high pedestrian area of the 34th Ave Madrona commercial strip	Two locations, both on 34th Ave. One between Pike & Pine and one between Columbia & Marion	The traffic travelling both northbound and southbound on 34th Avenue are regularly speeding and/or accelerating far too quickly for pedestrian safety. This behavior has been consistent for years. It is dangerous to pedestrians. This stretch of 34th Ave between Pike & Marion is a high-pedestrian area with two neighborhood parks for kids and all generations.	All people living in and visiting the neighborhood who may be walking through, visiting shops, or working nearby.	Madrona	SDOT			
18-3010	Landscape Improvements on 25th Ave, between Jefferson and Cherry	Landscape Chain Fence along east side of Garfield Playfields. This would be post & chain fence akin to https://pxhere.com/en/photo/489732 . It would be painted some visible color for night-time seeing, and could even only have chain in every alternating section, as long as the posts were less than a car's width apart. This would be visually tasteful, allow pedestrians to access the sidewalk freely, while preventing illegal parking.	On west side of 25th Ave, between Jefferson and Cherry, on Park property.	Currently, whenever there is any activity at the Garfield Playfields, there are many people who park in the lawn on the east side of the Playfields. This blocks the sidewalk, tears up the grass, and destroys the roots of the large old trees on that lawn. Whenever I see this, I also see ample parking on 25th between Jefferson and Alder, one block down, in the actual designated parking area.	Pedestrians who use that stretch of sidewalk, residents of the area, and the park itself all benefit.	Central District	SPR			