

| Project # | Project Title | Project Idea: | Location: | Need | Benefit | Neighborhood | Dep't | Dep't Comments | SCORE: Need at Location | SCORE: Community Benefit |
|-----------|--|---|--|---|--|--------------|-------|----------------|-------------------------|--------------------------|
| 17-436 | Clearly define parking areas around Troll Ave & 35th St | Reprint yellow and red zones, paint lines designating parallel parking spots so cars quit taking up two spots with a single car | 3 block radius of Troll Avenue and 35th Street | Cars park inefficiently or in places that are not designated parking areas in my crowded neighborhood that has many restaurants nearby and makes it very difficult for residents to find parking spots. | All residents who utilize street parking and visitors who park in the area and eat at restaurants/shop in the stores. | Fremont | SDOT | | | |
| 17-442 | Safer biking/walking connections to Burke-Gilman Trail | Add asphalt paths along roads form 45th to access burke-Gilman Trail | Biking/Walking safe option along 40th, 45th, and 50th | Cycling access to major bike paths (Burke Gilman Trail) I difficult and dangerous due to needing to cross or travel along major traffic/high speed roads of 40th, 45th, 50th. | The community members in Wallingford would be able to better and more safely walk and cycle in the neighborhood. Also it would enable more cycle commuters to safely use alternative transportation. | Wallingford | SDOT | | | |
| 17-451 | Street Trees on 45th Ave N. & Meridian | Plant 20 trees along Meridian Ave North leading from N 45th to Meridian Park | Wallingford | Plant trees along Meridian Ave North . The walk is not shaded so the sidewalks are hot and there is water runoff. People would be more likely to walk to Meridian Park if the walk was shaded. | Community members who use Meridian Park | Wallingford | SDOT | | | |
| 17-623 | Crossing improvements at Stone Ave N & Greenlake Way N | A button to push that would cause lights to flash. | Stone Ave N & Green Lake Way N | It's scary to cross the street at Stone Way N and Green Lake Dr N. 1 block from Bagley Elem, the road is very wide & drivers often don't see pedestrians in the intersection. It's more pronounced now that school starts before 8 - darker out + more cars. | All pedestrians and especially those walking to and from school. | Wallingford | SDOT | | | |
| 18-400 | Crossing Improvements on Northlake Way at Wallingford Ave (Wallingford Steps) | Ped flashing beacon at the crosswalk on Northlake Way next to Wallingford Steps | Northlake Way at Wallingford Ave (Wallingford Steps) | The existing crosswalk at this location could be improved significantly with a flashing beacon. It's one of two crosswalks connecting to Gas Works Park and has significant foot traffic. Flashing beacons would make the crosswalk more comfortable and encourage more people to walk to Gas Works rather than driving to the park or staying home. | Everyone. | Wallingford | SDOT | | | |
| 18-401 | Improvements on the Burke-Gilman trail between Stone Way N and Bagley Ave N | Safety improvement on Burke Gilman trail | between Stone Way N and Bagley Ave N | Improve visibility and predictability among bike and pedestrian traffic | People who like biking and running/walking safely | Wallingford | SDOT | | | |
| 18-402 | Bike Signal Improvements on Burke Gilman Trail crossing Stone Way N at N 34th St | Bike signal similar to one on Burke Gilman Trail crossing 25th Ave NE at Ne Blakeley St. | On Burke Gilman Trail crossing Stone Way N at N 34th St. | Cars turn southbound from N. 34th, crossing the BGT, causing a hazard for bikes. Bikes can cross much faster than pedestrians so often will continue through the crossing when the walk signal is flashing. I have seen some close calls with cars and bikes at this busy intersection. | Cyclists, pedestrians, car drivers. | Wallingford | SDOT | | | |
| 18-403 | Bike Corral on 34th and Stone | Designated bike share corral on 34th and Stone (potentially in one of the vehicle parking spaces just N of 34th on Stone Way), with associated "No Bike Parking" markings on the BGT in that area | 34th and Stone | Bike share bikes line up on the BGT just east of Stone Way. This area is needed for bicyclists and pedestrians to maneuver and position themselves for a turn, or for merging bike and pedestrian flows coming from the EB BGT and EB 34th St. | Everyone who uses the BGT in this area. | Fremont | SDOT | | | |
| 18-404 | Crossing Improvements at 35th Ave and Woodland Park Ave | Curb bulbs at 35th Ave and Woodland Park ave for increased pedestrian visibility. | 35th Ave & Woodland Park Ave | There is a steady stream of pedestrians crossing 35th Ave at woodland Park Ave throughout the day. In addition to bus stops for four bus routes (31, 32, 62, and Microsoft Connector), there are numerous large apartment complexes (Velo, Collage, Dexter Hayes, Bowman) and local businesses (Fremont Brewing, Fremont Dock) within a few blocks in any direction of the intersection. Cars are typically parked all the way to the corner creating poor visibility for pedestrians and leading to cars rarely stopping for pedestrians. Curb bulbs on three corners (except for the southeast corner where the buses stop) would make pedestrians more visible for drivers to yield without delaying traffic or buses. | This project would improve safety for all road users- pedestrians, cars, buses, etc. | Fremont | SDOT | | | |

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| 18-406 | Traffic Calming at 36th Ave & Woodland Park Ave | Traffic calming at roundabout at 36th Ave & Woodland Park Ave | 36th Ave & Woodland Park Ave. | This intersection contains a roundabout that is not doing its job in calming traffic. Cars routinely speed through the intersection and because the roundabout is landscaped to be slightly elevated/dome shaped, it obscures drivers' views of pedestrians at the far side of the intersection. To fix this, the roundabout should either be flattened to improve visibility or other measures should be taken to encourage drivers to slow down through the intersection. This could include yield to pedestrians signs in all directions, stop signs, narrowing lanes, or marked crosswalks. | All road users, but especially nearby residents and pedestrians. | Fremont | SDOT | | | |
| 18-407 | Crossing Improvements on 36th and Woodland Park Ave | Putting in pedestrian safety measures (crosswalk or yield sign) at 36th and woodland park. | 36th and woodland park in Fremont | There is an issue with cars slowing down when using traffic circle. There's no indicator to yield to pedestrians crossing street which results in nearly getting hit multiple times if it's a busy time of day. | Pedestrians and residents | Fremont | SDOT | | | |
| 18-409 | Landscaping and traffic control at the Fremont Troll | Landscaping and traffic control at the Fremont Troll | Fremont Troll and adjacent intersection | The Fremont Troll is a wildly popular destination for both locals and tourists alike and is in need of major improvements. The area immediately surrounding the Troll statue is covered with dirt which becomes pools of mud in the winter. In addition to the dilapidated appearance, it's also a nuisance for pedestrians, particularly those taking the adjacent stairs to the bus stops on Aurora or walking to and from businesses on Fremont Ave. Landscaping that replaces the dirt/mud with some combination of plants, stones, paved areas, etc would make the area functional for those passing through and more attractive for those visiting the Troll. Something like a series of terraces would also create better places for sitting and/or picture taking for visitors. At the intersection in front of the Troll, the new stop signs are usually ignored and the roundabout directs westbound traffic into the area where pedestrians usually stand. Removing the roundabout, adding stop lines, and even adding curb bulbs and crosswalks would create a safer, more welcoming environment. | All road and sidewalk users, nearby residents, and tourists | Fremont | SDOT | | | |
| 18-410 | Curb Ramps on N. 40th Street between Eastern Ave N and 4th Ave NE | Complete the sequence of sidewalk corner ramps on the north side of N 40th St in Wallingford. | The north side of N. 40th Street between Eastern Ave N and 4th Ave NE. | An alternative is needed to bicycling on N. 40th St. This main thoroughfare is too narrow to bicycle safely. | It will benefit bicyclists, wheelchair users (one on my street), people pushing strollers. | Wallingford | SDOT | | | |

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| 18-413 | Crossing Improvements at Woodland Park Avenue North and N. 46th/N 45th Streets | Make it easier to walk to Woodland Park from west Wallingford/East Fremont. Specifically, provide a safer crossing for pedestrians at Woodland Park Ave. N. and N. 46th Street, and also at Woodland Park Ave. N. and N. 45th Street. My understanding is that there will be a crosswalk built soon at about Greenlake Way N. and 48th Street, which will help us a lot, but we still need a safe way to get to that crosswalk. | Woodland Park Avenue North and N. 46th Street, Woodland Park Avenue North and N. 45th Street | Currently, there is a portion of the Wallingford/Fremont neighborhood that is isolated from the many amenities of its nearby Wallingford and Fremont neighborhoods because of the busy roads that surround it. I'm talking about the western fringe of Wallingford, also known as East Fremont. This area sits between Stone Way and Aurora/SR99 (east/west), Bridge Way (south) and N. 46th Street and Greenlake Way N. (north). Residents in this area, which technically is considered to lie in both the Fremont and Wallingford neighborhoods, already have trouble walking to Fremont because SR99 is in the way. We do have decent access east to Wallingford proper, because of crosswalks along Stone Way. A major amenity we don't have safe access to on foot – even though it's within sight and easy walking distance - is Woodland Park to the north, and through the park, to Green Lake. The reason it's so hard to get to Woodland Park is two-fold: (1) crossing N. 46th Street is dangerous, and (2) crossing Greenlake Way N. is dangerous. I understand a crosswalk is going in at 48th and Greenlake Way N. that should help immensely with the latter problem. But getting to that crosswalk – ie. across N. 46th Street – is still a dicey proposition, safety-wise, for pedestrians living in our neighborhood. The problem with N. 46th Street is that (a) drivers are going quite fast, especially those headed downhill from the traffic light at Aurora/Greenlake Way east towards the traffic light at 45th and Stone Way, (b) it's a busy bus thoroughfare, and (c) 46th Street makes a fairly sharp turn as it veers east to become 45th Street, so drivers don't have a clear view of pedestrians trying to cross. If safe crossings were built in to Woodland Park Ave. N. at 45th and 46th, we could walk over to the new crosswalk at 48th and get across Greenlake Way safely, and the | The project would benefit all the residents of west Wallingford/East Fremont who want to walk safely north to Woodland Park and through the park to Green Lake without being forced onto the major highways (SR99) and arterials (Stone Way). | Wallingford | SDOT | | | |
| 18-427 | Traffic Calming on Woodlawn between 43rd & 44th | Traffic calming on Woodlawn between 43rd & 44th | In front of Lincoln High School | It's a one way street but the signage is poor so people drive down the wrong way daily at high speeds | School kids, Wallingford park goers, neighbors | Wallingford | SDOT | | | |
| 18-428 | Improvements on Stone Way N and N. 34th St | Change red arrow left-hand turn signals to flashing yellow signals. | Intersection of Stone Way N and N. 34th St., and intersection of N.E. Pacific St. & Brooklyn Ave. NE | Would help traffic flow. Congestion is worse all the time, especially due to reduction of auto lanes in areas where bicycle lanes have been added, as on 34th St. This would help reduce auto emissions and air pollution. | People who are trying to make turns and just miss the light, or it doesn't turn green at all because you didn't get there in time for the elect. eye. Also the cars backed up in the single through lane that is blocked because the left-hand turn lane is overflowing into that lane. | Fremont | SDOT | | | |
| 18-429 | Crossing Improvements on Troll Ave and N. 35th | Flashing beacons at Troll Ave and N. 35th to allow pedestrians to be better seen by passing traffic. | Intersection of Troll Ave N. and N. 35th St under the Aurora bridge | This is a pedestrian-heavy area with the Fremont Troll, bus stops and the public library all within short distance. This is a dark intersection and it can be a treacherous crossing especially at rush hour times. | Anyone who lives in the Fremont neighborhood, tourists visiting the area for the Troll, children and adults attempting to access the library. | Fremont | SDOT | | | |
| 18-430 | Street Trees on Interlake & N 36th | Emphasize adding and saving trees and gardens near an urban school focused on nature. | Lower Wallingford/Fremont, 1408 N 36th and 3530 Interlake Ave N | That area is a sea of cement and was a stream path. | Kids and the community | Wallingford | SDOT | | | |
| 18-437 | Crossing Improvements on NE 42nd and Latona Ave NE | Flashing beacons for street crossing near John Stanford International School | NE 42nd and Latona Ave NE | This is a very dangerous intersection for kids to cross (and a bus route), and many children cross here to and from school (it's only 1/2 a block from the school so heavy foot traffic) | The 600+ elementary students at JSIS, their siblings and families, as well as their immediate neighbors | Wallingford | SDOT | | | |

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| 18-442 | Crossing Improvements on N 45th St and Interlake Ave N | striped crossing and/or flashing beacons | Intersection of N 45th St and Interlake Ave N in Wallingford. Striping is needed to cross 45th. | ADA accessible curb cuts and pedestrian crossing signs already exist, but are often ignored by cars traveling at speed on 45th. | Anyone who crosses this busy street! In particular, students who presently attend Hamilton MS often cross here and pedestrian traffic will increase when Lincoln School will reopen post-renovation. | Wallingford | SDOT | | | |
| 18-443 | Crossing Improvements on N 45th St & Stone Way | Something like crosswalk lights to make a dangerous but high foot traffic crosswalk more visible for cars coming around a curve. | West Wallingford. West side of N 45th St & Stone Way. The crosswalk just West of the intersection where 46th splits off of 45th, the North side of 45th, crossing to the West. | Crossing to the West, the crosswalk begins right on a curve and many cars do not see pedestrians waiting to cross. We use this crosswalk often and cars are coming at a high speed around the curve, stepping further out into the crosswalk to be seen is too dangerous. Also, there is a BoysNGirls Club just one block away and the kids also use this route to cross on their own. | The neighborhood has high foot traffic and many children, we all benefit from this, drivers will be more aware of the crosswalk just around the curb and pedestrians will obviously benefit. Please consider making this intersection safer. Thank you. | Wallingford | SDOT | | | |
| 18-444 | Improvements at Stone Ave & 46th | Fix the potholes and damaged roads | Stone Ave down to 46th St has potholes. | Going toward Broadway from the North is terrible. It's obvious! | Anyone driving on these roads and paying the outrageous taxes for doing so. | Wallingford | SDOT | OK, suggest looking into Find It Fix It for faster response. | | |
| 18-445 | Crossing Improvements at Midvale Ave N and Green Lake Way N | Install a painted crosswalk with flashing beacons at the intersection of Midvale and Green Lake Way. Secondly, a median pedestrian crossing in this location would be nice safety feature as well, since it's a wide and busy street. | Midvale Ave N and Green Lake Way N (in between Wallingford and Greenlake neighborhoods) | This is a wide, very busy road with high speed traffic that is very difficult to cross. This intersection is a natural crossing spot (the halfway point between the next nearest crosswalks at Aurora on one end and 50th on the other end, so people naturally try to cross here, especially to get to the zoo, Woodland Park, and Green Lake from points south. The nearby area is being upzoned through HALA and even more people will be living and working in the area in the future. It is currently super dangerous for pedestrians, and installing a crosswalk with lighted beacons would make it safer (and easier for cars to see, and slow down...). | All pedestrians, but especially families and young children in the this busy area that is being up zoned. Both residents and visitors park south of *** and need to cross this dangerous busy street to get to the zoo, Woodland Park, and Greenlake. | Wallingford | SDOT | OK, 2018 work plan to make crossing improvement one block NE of this location. Did not warrant flashing beacons. | | |
| 17-457 | Add ADA furniture to Meridian Park | Add two ADA accessible tables and two benches in Meridian Park | Meridian Park | To facilitate use of the park by families and park visitors by adding benches and tables to Meridian Park | Community members who use Meridian Park | Wallingford | SPR | | | |