

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
17-520	Install paved walkways along Greenwood, from 100th to 105th St N.	paved walkways and signage to driver	Greenwood (From N. 100th St north to 105. And From Aurora west to Greenwood)	there's no walking path or safe way for pedestrians to cross at intersections	residents, pedestrians, through traffic drivers & cyclists	Greenwood	SDOT			
17-524	Walkway improvements near Viewlands Elementary	Could be a simple asphalt walkway, or a full curb-gutter sidewalk.	between 105th and 107th on 3rd Ave NW	Dangerous area near school. There is no walkway on the East side of 3rd Avenue across from Viewlands Elementary. People park and cross across traffic, or walk along the busy street to get to marked crosswalks. This is a big issue and very dangerous. Neighbors, the Broadview Neighborhood Council, the PTA, the Viewlands school administration, have all expressed interest and support for this project.	Children, parents, teachers, caregivers	Broadview	SDOT			
17-533	Crossing improvements @ 3rd Ave NW & 117th St	Crossing improvements at 3rd Ave NW & 117th St	3rd Ave NW & 117th St	Difficulty crossing 3rd Ave NW. Cars traveling at high speeds.	Pedestrians	Broadview	SDOT			
17-551	Crossing improvements @ NW 3rd Ave & 125th St	Crossing improvement at 3rd Ave & 125th St	Crossing improvement at 3rd Ave & 125th St	Difficult to cross 3rd Ave NW @ 125th St	Residents, families, students	Broadview	SDOT			
17-571	Reduce a lane on N 130th, near Aurora.	Road diet on 130th between 99 and I 5. N 130th st becomes 1 lane of traffic each direction both east and west of this short section of road. Reducing a lane of traffic each way could slow traffic which is routinely is faster than the 30 mph speed limit. This would make walking safer, especially for students of Ingraham high school.	N 130th st between Aurora and I 5	Speeding cars	Residents of the haller lake neighborhood, cyclists, pedestrians, students at Ingraham high school, bus riders.	Haller lake	SDOT			
17-573	Crossing improvements @ NW 3rd Ave & 130th St	Improve crossing @ 3rd Ave NW & 130th St	3rd Ave NW & 130th St	Dangerous to cross 3rd Ave NW @ 130th St	Residents, families, Broadview K-8 students walking to school	Broadview	SDOT			
17-574	Repave path between 3rd Ave NW & Greenwood, along N 130th St	Improve walkway between 3rd Ave NW and Greenwood, along NW 130th St.	3rd Ave NW and Greenwood, along NW 130th St.	Walkway is a tripping hazard, not ADA accessible	Broadview K-8 Students, neighbors, pedestrians	Broadview	SDOT			
17-580	Crossing improvements @ Greenwood Ave & NW 132nd St	Add: striped crosswalk at N. 132nd & Greenwood Ave N. Add: striped crosswalk at N. 132nd & 1st Ave N. Add: speed reducing crosswalk or bumps.	N. 132nd. street between Greenwood Ave N. and 3rd Ave N.	N. 132nd St is used by many kids on their way to Broadview-Thomson K8. There are no continuous sidewalks so kids must cross at some point. N. 132nd must also be crossed to go south on Greenwood Ave. N. to get to the school. It's a busy street that cars drive on quite fast.	The children and drivers on their way to	Broadview	SDOT			
17-586	Alert drivers to bike trail @ N 135th St & Linden Ave N	Add more signage to alert drivers that there is a bike path there at 135th & N. Linden Ave	135th & N. Linden Ave	Drivers unfamiliar with the bike trail along Linden, often turn into the bike path thinking it is another lane.	Drivers, bicyclist, trail users	Bitter Lake	SDOT			
17-587	Better signage on Interurban trail, as it approaches intersections.	Add more signage to alert drivers that this is a bike path.	N 143rd st & Bike Trail	Bike trail is used by bikes and peds - can be dangerous when the two collide. Need to alert people that there are multi-users of the trail.	bikes, peds	Bitter Lake	SDOT			
17-589	Add crosswalk @ 137th and 1st Ave N		137th St and 1st Ave in North Seattle	We live in Haller Lake. There are a lot of really cool parks and schools nearby. I am hoping we can add a couple crosswalks to the neighborhood to make it safer to walk from 137th and 1st Ave to North Acres Park. Crossing the street at that intersection is very dangerous and there isn't a good sidewalk to get us to the next cross walk.	The neighbors in the Haller Lake area	Haller Lake	SDOT			

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17-591	Low-cost sidewalk between Greenwood & Linden on NW 137th St	Install low-cost sidewalk on 137th St, between Greenwood & Linden	NE137th St, between Greenwood & Linden	Unsafe for pedestrians to walk		Bitter Lake	SDOT			
17-595	Bus Island Installation on Linden Ave N	On Greenwood there are bus stops (Metro) that allow riders to cross the cycle track and load onto the bus. A loading zone like that in front of the SHAG would allow residents to load and unload safely, including disabled residents,	14002 Linden Ave N	SHAG residents have difficulty loading/block the cycle path. Senior Housing Assistance Group at Interurban has many buses, taxis, and minivans picking up residents. Many residents are disabled. A cycle track passes in front of the building, which blocks vehicles from approaching the curb and picking up residents. Very difficult for the disabled to access because of the curb.	Residents of SHAG. Cyclists who use interurban.	Bitter Lake	SDOT			
17-596	Improve crossing @ 140th St & Aurora	Improve crossing @ N 140th St & Greenwood Ave	N 140th St & Greenwood Ave	Drivers taking really fast right and left turns at 140th & Greenwood Ave - unsafe for pedestrians crossing the street.	Pedestrians	Broadview	SDOT			
17-600	Improve intersection @ Greenwood & 143rd St	Add "eyes" to the intersections of 143rd and 145th on Greenwood Ave. Make the walk signal to cross Greenwood user activated, instead of timed.	North Bound Street light at Greenwood Ave N and 143rd Street, 98133	North Bound Street light at Greenwood Ave N and 143rd Street, 98133 needs better timing. Often, cars are waiting in the middle of the intersection, waiting on the 145th light to change. They don't even care that they're breaking the law. Also, the walk buttons do not do anything, as the light is timed based, and will wait for the time instead of let the patron walk. Which is necessary, as the light timing makes it very difficult to catch the South Bound bus.	Pedestrians and law abiding citizens. The below Seattle City Council District map is stupid and confusing. IDK what number it really is.	Broadview	SDOT			
17-604	Lighting Improvements on N 143rd St., between Greenwood and Linden Ave N.	Install lighting on the north side of 143rd St., between Greenwood and Linden Ave N.	North side of 143rd St., between Greenwood and Linden Ave N.	Unsafe to walk in the dark on N143rd St, from Greenwood to Linden Ave	Pedestrians, renters, Tri-Court residents, transit users	Bitter Lake	SDOT			
17-605	Delineate sidewalk from road on N Aurora Ave	Delineate pathways for pedestrians so that it is safer to walk.	Aurora Ave, between N 143rd and 137th St	Feels unsafe to walk on Aurora Ave, between N 143rd and 137th St. Businesses encroaching on the ROW	Pedestrians, patrons of local businesses	Bitter Lake	SDOT			
17-607	Crossing improvements @ NW 3rd Ave & 145th St	Crossing improvements @ 3rd Ave NW & 145th St	3rd Ave NW & 145th St	Dangerous to cross 3rd Ave NW & 145th St		Broadview	SDOT			
17-608	Improve crossing @ 145th & Aurora	Give pedestrians lead crossing signal before light turns green.	145th & Aurora	Dangerous to cross at 145th & Aurora, due to cars speeding through turns.	Pedestrians, seniors	Bitter Lake	SDOT			
17-609	ADA improvements to intersection fo 145th St & Greenwood	Add the sound to the crosswalks at N 145th St & Greenwood	N 145th St & Greenwood	Visually impaired people cannot safely cross at intersection of N 145th St & Greenwood	Visually impaired residents	Broadview	SDOT			
17-697	Speedhumps along Bagley Ave N, near N. 140th St	Speed Humps	Bagley Ave N. - from N. 140th St. - N. 145th St.	Lacking visibility due to large hill. People speed excessively as it is a two block straight-away. Street is preferred dog-walking and child-walking street. Blind corner just before the straight away.	Dog-walkers, neighbors, families, youth	Haller Lake	SDOT			

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18-511	Traffic Calming on N 105th St	Calm 105th St. Putting in Curb bulbs to narrow/slow traffic, or making the road one way. Another idea could be to paint a safe walking path to the crosswalk to the school, similar to the green bike lanes.	The street that goes to Viewlands Elementary. Many people also take this road to by pass the light on Holman.	People drive fast on this street. It is a hill, coming off Northgate and quickly turns residential. When you are coming up the hill as a walker, or biker, the hump of the road makes it very difficult to see. The sidewalk is not complete and many cars park along 105th to help their kids get to school, while crossing a large culvert (for drainage into pipers creek/carkeek).	walkers, bikers, kids, people living in neighborhood.	Broadview	SDOT			
18-514	Repave Dayton Ave N from 125th Ave N to 105th Ave N	Repave Dayton Ave N	125th Ave N to 105th Ave N	The surface is pitted and hazardous especially in the south bound lanes	the community because it is a residential arterial	Bitter Lake	SDOT	OK, \$90k can only repave a portion of roadway		
18-515	Walkway Improvements on 8th Ave NW between 132nd and 125th	low cost sidewalk or asphalt path on 8th Ave NW between 132nd and 125th to help pedestrians, bicyclists, skateboarders, etc avoid buses, cars and other moving vehicles.	8th Ave NW between 132nd and 125th (the city already owns the land, some parts are already paved, the houses use it for parking their cars or have taken it for their driveway)	Because people need a designated lane to walk, bike, skateboard, etc because the buses, cars, trucks, etc give them no room	The hundreds of people and animals walking, biking, running, etc trying to dodge the buses, cars, trucks etc in the street + all the neighbors up & down the hill who walk 8th to get to their bus stops, which is on 8thetc that zoom down	Broadview	SDOT			
18-516	Crossing and Pedestrian Improvements at N 130th St and Aurora Ave. N.	The north end of Aurora Ave N. has some serious pedestrian challenges, perhaps none so serious as the lack of passage on the NW corner of N. 130th St and Aurora Ave N. We propose that SDOT work with WSDOT to prepare a long-term complete street project along Aurora. Meanwhile a low-cost sidewalk with wheel stops and paving paint that designates a walking zone is much needed.	The NW corner of N 130th St and Aurora Ave. N.	Pedestrians of all types, including children and people in wheelchairs are forced into the shoulder area of Seattle's busiest N-S road to connect with sidewalks and walking areas that continue north along the west side of Aurora.	Bitter Lake is a designated urban village. The housing available includes low-income and senior housing. This project would provide safer conditions for pedestrians, especially those in wheelchairs.	Bitter Lake	SDOT			
18-518	Signage/Traffic Calming on 1st Avenue NE, between 130th Street and 145th Street	1-3 flashing speed signs / slow down signs to mitigate speeding near a school to enhance safety of students, parents/guardians, and the general public.	1st Avenue NE, between 130th Street and 145th Street	Lakeside School has two campuses - middle school and high school - in this residential neighborhood, serving 850+ students and 250+ faculty and staff every day. 1st Ave. NE is the main arterial for school traffic. Quite often students and families trying to get to class; parents/guardians trying to get to work or a school event, etc. tend to speed along the arterial. An electronic, flashing reminder that they have exceeded the speed limit and need to slow down, will go a long way to enhance safety. Because the 15 block stretch between 130th and 145th is quite long, we would like to request more than one flashing sign please.	Residents, neighbors, students, school faculty and staff, parents/guardians; anyone driving on this busy arterial and in the neighborhood.	Haller Lake	SDOT			

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18-520	Traffic Calming at 1st Ave NW/N 137th St	Significantly increase traffic safety for pedestrians, bicyclists, and cars at 1st Ave NW/N 137 St intersection in the Broadview neighborhood in Northwest Seattle. An engineered solution is critical to calm traffic at this neglected and dangerous intersection because of its narrow sight lines and hazards to pedestrians, car commuters, and bicyclists.	1st Ave NW/N 137th St in the Broadview neighborhood in North Seattle, District 5.	This intersection has a long and well-documented accident and injury history as noted by Seattle Department of Transportation (SDOT) collision data and continues to have heightened risks to life safety because of poor visibility combined with high volume use by pedestrians, bicyclists and cars who share the road due to a lack of sidewalks. Based on SDOT's collision data, there have been at least 10 accidents at this intersection since 2005, including several injury accidents. Neighbors anecdotally report many more accidents and near misses with cars, pedestrians, and bikers that were not reported to SDOT. North 137th St connects from 8th Ave NW to Aurora and cars routinely cut through here above the speed limit and cannot see 1st Ave NW until entering the intersection on/at 1st Ave NW, which is too late. First Ave NW is the only uninterrupted north/south route between 132nd/143rd. It is heavily used by children and families walking and biking to nearby Broadview Thomson K-8 School/Churches/Library/Bitter Lake Community Center and a favorite route for bicyclists and car commuters. In a neighborhood without sidewalks, the foot and bike traffic shares the road with cars, which further increases the risk of this dangerous intersection.	This will benefit hundreds of neighbors, families, and children by significantly improving safety at this intersection. First Ave NW is heavily used by: an estimated 20-30 Broadview Thomson K-8 (BTK8) school children daily who walk/ride bikes on 1st Ave NW to attend BTK8 five blocks away; numerous pedestrians travelling daily to the nearby Broadview library, Bitter Lake Community Center, and Foss Senior assisted living facility (serving over 60 residents) at 130th/Greenwood; two churches at 132nd/1st Ave NW with numerous attendees during the week and on Sundays. Starting in 2019, there will be an additional 100+ residents and families from the 60-unit Affordable Housing currently under construction by Compass Housing at 132/Greenwood. A traffic safety solution for this intersection project is supported by over 30 neighbors, members of the Broadview Bitterlake Community Council, church leaders and members of two churches on 132nd/Greenwood (Luther Memorial Church, and the Latter Day Saint Church), and members of the Broadview Thomson PTA.	Broadview	SDOT			
18-546	Traffic Calming on Evanston Ave between 105th and 107th	Reduce speeding and cutting through on Evanston Ave	Evanston Ave between 105th and 107th	During the evening commute, cars get backed up on 105th waiting for the Greenwood light. Many cars instead race through Evanston Ave, turn left onto 107th and then reach Greenwood Ave	Residents and pedestrians along Evanston Ave, as there are no sidewalks	Bitter Lake	SDOT			
18-552	Improvements on N 107th Street and Phinney Avenue NW	Install a diverter at N 107th Street and Phinney Avenue NW	N 107th Street and Phinney Avenue NW. Diverter would be installed from SW corner to NE corner	This location is one block away from two busy arterials (Greenwood Avenue N, N 105th Street/Holman Road NW). Phinney and 107th are popular routes for pedestrians looking for a safe, relaxing alternative to the busy arterials. Unfortunately, these streets also attract drivers looking for short cuts around signalized intersections and/or possible congestion. The "short cut" driving routes offer minimal time savings while creating unnecessarily dangerous intersections and discouraging people to walk or bike in the neighborhood. Given the poor pedestrian infrastructure in this neighborhood as a whole, many in the community want to build out a basic network of safe, comfortable routes for people of all ages to walk and minimize how much high speed traffic cut into the neighborhood.	This diverter would help strengthen the pedestrian network by linking the "SEA Street" on Phinney to the sidewalk on 107th that connects to Carkeek Park and Viewland Elementary School. The diverter would also help strengthen 107th as a bike route between Viewland Elementary and the Interurban Trail/Fremont Avenue. This builds on previous efforts to create safe routes to Viewland Elementary School and the growing multifamily and commercial hub on Greenwood. While some neighbors around the intersection will have to make slight alterations to how they drive to and from their house, they will greatly benefit by halting the growth of increasingly aggressive cut through traffic.	Bitter Lake	SDOT			

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18-553	Walkway Improvements on 3rd Ave NW between NW 105th & NW 107th	Asphalt Pathway, some Asphalt Apron & curb, with leveling of grade & some vegetation control/removal.	Between N.W. 107th St. & the bus stop at N.W. 105th St. on East side of 3rd Ave. N.W. Seattle, 98177	Extremely dangerous area across from school. There is no walkway on the East side of 3rd Ave. N.W. across from Viewlands Elementary. Crosswalks and bus stop CANNOT be accessed due to uneven terrain, culverts, overgrown vegetation, and parked vehicles along this very busy arterial. NEVER been a safe pathway or sidewalk since the school was built in 1955.	Children, caregivers, parents, teachers, with and without physical disabilities.	Broadview	SDOT	OK, \$90k can only build a section of walkway		
18-567	Walkway Improvements on Greenwood Ave N between N 120th and N 125th	Project request reclaiming the right of way for Pedestrians on Greenwood Ave N focuses on Greenwood N between N. 120th and N 125th. This stretch is typical of the situation pedestrians and bicycles encounter on the long stretch of Greenwood N from N 112th to N 145th. This project request is intended to provide greater safety for pedestrians and bicyclists. Greenwood N. between N. 112th and N. 145th is a dangerous and unpleasant experience for pedestrians and bicyclists. This major arterial transit and transport corridor is more heavily used than ever. It is more densely populated than ever. The number 5 and 355 buses serve the area. Greenwood N is a 4 lane heavily traveled roadway, with 2 northbound and 2 southbound lanes, and a speed limit is 35 mph (but most cars are going significantly faster). There are zero crosswalks. There are traffic stop lights only every 7-9 blocks. There are 2-3 times more bus stops than traffic lights with crosswalks. The density on Greenwood N is increasing monthly and public safety infrastructure has not nearly kept up. Crossing Greenwood N at a street intersection where there is not a traffic light is not safe, and most dangerous for children and the elderly. Greenwood N. has condos, apartment complexes, single residence houses with driveways, 2 school zones, one elementary school -Broadview Thomson, one public library, assisted living and rehabilitation complexes, and commercial business's. There is no designated bike lane on Greenwood N. between N. 105th and N. 145th. Shoulder parking is allowed on most of Greenwood Ave N between N. 120th and N 125th on the east and west sides of the street. The pedestrian sidewalks are intermittently under foliage and impassable or obstructed by parked cars. When cars are parked on the shoulder (legally) pedestrians and bicycles have to go between	Greenwood Ave N between N 120th and N 125th	To improve safety for pedestrians and bicyclists on Greenwood Ave N by regaining the right of way.	Pedestrians and bicyclists on Greenwood Ave N between N 120th and N 125th	Broadview/Bitter Lake	SDOT	OK, \$90k can only build a section of walkway		
18-581	Walkway Improvements on NW 132nd St between 3rd ave and Greenwood ave.	Continue great improvements made this past year in adding crosswalks to 3rd ave at NW 132nd by adding sidewalks on the rest of the busy kid thoroughfare along NW 132nd Ave to Broadview-Thompson Elementary.	W 132nd ave between 3rd ave and Greenwood ave.	A lot of kids from the Broadview neighborhood access the school via 132nd and there is no safe way to get between the busy streets.	Broadview-Thompson elementary kids, Foss Home community, nearby church community on NW 132nd (Luther Memorial, Harbor Christian, Church of LDS)	Broadview	SDOT	OK, \$90k can only build a section of walkway, suggest looking into Large NSF		
18-584	Walkway Improvements on Roosevelt Way N from Ashworth to 1st Avenue	Improving walkability on Roosevelt Way N	Roosevelt Way N from Ashworth to 1st Avenue	I notice a lot of people walking along that road having to navigate the swampy shoulders or walking very close to the road itself. People drive too fast down that road, and it can be difficult to see people walking.	Homeowners in the area, anyone walking to the Helene Madison pool	Haller Lake	SDOT	OK, \$90k can only build a section of walkway, suggest looking into Large NSF		

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18-586	Traffic calming on N 143rd St between Greenwood Ave N and Aurora Ave N	Traffic calming on N 143rd St between Greenwood Ave N and Aurora Ave N. Use a combination of speed bumps, speed limit signs, and a partial street closure at N 143rd St and Linden Ave N.	Between Greenwood Ave N and Aurora on N 143rd St.	There are 3500 cars traveling on N 143rd St daily (traffic study has already been done. And these are the results). This is a small street never intended to be a main thoroughfare. There is a sidewalk only on one side of the street, and the street itself is not wide enough to accommodate parked cars and 2 lanes of traffic, resulting in a very dangerous situation for both cars and pedestrians. The street is being used as a way to avoid traveling on 145th St, so traffic is not local and often are cars driving too fast and irresponsibly. Please help us create a safe neighborhood for our families.	The neighborhood residents, children, elderly and handicapped.	Bitter Lake	SDOT			
17-597	Add BBQ pits to Bitter Lake Reservoir	Add a bbq pit to the Reservoir Park @ Bitterlake	Bitter Lake Park (Reservoir)	Need more things to do in nearby park. We live in a multi-unit building with not a lot of places to hang out.	Nearby residents, many of whom are renters, and park users	Bitter Lake	SPR			
18-5004	Improvements at Bitter Lake Community Center	Improvements to Bitter Lake Community Center entrances and surroundings are needed. Better lighting, signage, and items to make it more inviting to neighbors would make more families likely to use facilities and send their kids.	Entrances to community center, sidewalks, doors, and immediate landscaping	It does not look inviting or safe currently (and it is!)	Bitter Lake/Broadview families	Bitter Lake	SPR			