

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
17-465	Add curb ramps to Greenwood & 59th St.	Would love curb ramps!	N 59th St at Greenwood Avenue intersection	We live right by the zoo and the playground and yet there are no curb ramps at N 59th St and Greenwood Avenue. People park in front of our house to go to the local restaurants, the park and the zoo. They all have strollers and struggle to get over the curbs. I also have a handicapped mother, so I would love for her to be able to roll her wheelchair to the park and the zoo. Thanks for considering!!	Handicapped (my mom as well as the nearby retirement home) Parents with strollers	Phinney Ridge	SDOT			
17-612	Crossing improvements near Ross Playfield	We need a light or blinking crosswalk on third ave NW by Ross park. There is a school below 3rd with students walking down the street and crossing. There is a store across the street from the park that students frequent. Third NW is a speedway and we could use your support.	Third Avenue NW and 43rd NW. Between Ross Park and small market.	Cars speed on 3rd Ave NW and there is no way to cross safely to get to Ross Park.	The neighbors, the small school down the street (Pacific Crest School), the Market that's on 3rd and all who drive down 3rd Ave NW and find it hard to see pedestrians, Bicyclists riding on 3rd NW.	Ballard	SDOT			
17-617	Square up intersection of N. 45th St & Phinney Ave N	Use paint and post to square up the intersection. Doing so could also provide some great place-making opportunities.	N 45th St and Phinney Ave N	The intersection of N 45th St and Phinney Ave N is dangerous to cross as a person walking. The crossing distances are quite significant and cars and buses traveling south are coming from around a corner, making it even more dangerous. Many people cross this intersection getting to and from the bus stops at 46th and Phinney.	All road users, but particularly people walking, including many people who are walking to/from the bus. This is an especially important project for people who are less able-bodied as well as children.	Fremont	SDOT			
17-637	Traffic-calming on Greenwood, between 52nd & 55th St	Speed humps and stop signs	Greenwood Avenue North, between 52nd & 55th streets	Vehicular speeding on a road	It is a street that supports a wide range of residents--seniors, disabled, school children, dog walkers and church attendees.	Phinney Ridge	SDOT			
17-640	Pedestrian Visibility Improvements on Phinney Ave N/Greenwood Ave N between N 50th St. and N 85th St	When there are no cars parked immediately next to the corner there is decent visibility - enough that cars won't be pulling out right in front of bikes because they can't see the biker unless they pull up that far, or indeed into the lane in front of other cars as well (something else that frequently happens when I drive there). A simple solution would be no parking north/south of here one car length from the corner.	Phinney Ave N/Greenwood Ave N between N 50th St. and N 85th St	The intersections of non-arterials with Phinney/Greenwood from 50th to 85th have very poor visibility for cars turning onto Phinney/Greenwood. One must pull clear across the bike lane to see oncoming traffic (including bikes!)	The many many people who drive, bike, and walk along Phinney/Greenwood	Phinney Ridge	SDOT			
17-644	Crossing improvement on N 55th, N 56th and Keystone PI N	I recommend a flashing beacon and painted crosswalk or a large traffic circle or all of the above at the intersection where N 55th N 56th and Keystone PI N all meet. This is in the center of the business district and would provide a safe & centrally located cross walk.	N 55th N 56th and Keystone PI N-Tangletown Neighborhood Between Meridian Ave N and Kirkwood	Cars speed through the small business district in Tangletown and it is very dangerous for pedestrians to cross the street. This is a high pedestrian traffic business district and it needs a safe cross walk.	The pedestrians, visitors to Greenlake, home owners, business owners, all who pass through this area.	Tangletown	SDOT			
17-647	Crossing Improvements @ Kirkwood & Meridian	Add cross walks at a few of the intersections and speed bumps like there are on 56th Street between Latona and Kirkwood.	Kirkwood from 56th street until the intersection with Meridian.	Kirkwood between 56th as it intersects into Meridian. Cars frequently speed as well as buses that traverse this street. There are no cross walks or pedestrian signs.	All the families especially with children in the homes along this corridor. There are numerous children in this community under 6 years old.	Meridian	SDOT			

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17-648	Traffic Calming on NW 56th St		NW 51St between 3rd Ave NW and 1st Ave NW	NW 56th St between 3rd Ave NW and 1st Ave NW on Phinney Ridge has two major problems: one, the chicanes currently there to slow down traffic just cause dangerous situations where it is unclear who should yield to whom while doing little to actually calm traffic. Many times I have been biking through those two sections of the street only to have a car come barreling straight at me with no regard for my safety or that of my daughter who is often in a child seat behind me on the bike. My personal preference would be to replace these with some other speed calming system - perhaps speed bumps. At the very least having signage that clarifies who should be yielding would be nice. Second, there is no curb, just the rough edge of the pavement and then a drop into dirt, a recipe for disaster for bikers.	Everyone driving on that street.	Phinney Ridge	SDOT			
17-652	Traffic Calming along 62nd & 11th	Traffic circle or yield signs.	Nw 62nd & 11th , nw 62nd & 9th	Speeding on our street and undefined right of ways in blind intersections	Drivers & residents. There are a lot kids on this street	Ballard	SDOT			
18-600	Signage Improvements on Fremont Ave at 34th St	Add stop or yield sign to right turn lane on Fremont Ave (northbound, intersection with 34th St)	Fremont Ave at 34th St	Cars speed through the crosswalk between the pedestrian island (where the inter urban statue is) and the sidewalk on the south side of 34th. A stop or yield sign would further send the message to drivers that they need to watch for pedestrians.	Everyone	Fremont	SDOT			
18-601	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			

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18-602	Crossing Improvements on Fremont and 39th	Marked crosswalk, with potential curb bulbs and potential ban on right turns from EB 39th to SB Fremont	SB leg of Fremont and 39th 5-way intersection	Currently, there is no marked crosswalk on this leg of the intersection. Fremont is becoming more dense with housing and businesses. There probably isn't a ton of demand for this particular crosswalk, but there also isn't a ton of demand for the conflicting vehicle right turn movement, which I assume is why there's no crosswalk in the first place. Marking the crosswalk, and potentially putting in curb bulbs and traffic calming features would create a much safer intersection, as now it feels almost like part of a freeway on-ramp	Pedestrians and bicyclists in Fremont	Fremont	SDOT			
18-603	Traffic Calming on 2nd Ave NW and NW 40th Street	Add a traffic circle to the intersection of 2nd Ave NW and NW 40th Street in Fremont to manage traffic speeds	The intersection of 2nd Ave NW and NW 40th Street	dangerous due to street size, limited visibility, combination of people using it, speed and driver inattention. In less than a year, I have been witness to 3 separate reported collisions that occurred on; 5/13/17, 12/22/17 and 1/14/18. Given this frequency, I'm guessing there have been others in this intersection that I didn't happen to see. The intersection is particularly dangerous as 2nd Ave NW is a relatively flat, narrow, residential north/south street that sits mid-hill in Fremont. With vehicles regularly lining both sides, visibility is quite limited to traffic going up and down the hill (East/West) on NW 40th Street. 2nd Ave NW is home to not only vehicle traffic, but also a strong mix of bicycle and pedestrian traffic given how flat it is (relative to other streets) in the area. North of NW 40th Street, 2nd Ave NW branches into many streets and "mini-neighborhoods", connecting them to NW 39th Street (an arterial) so people tend to speed up and down it as traffic continues get worse/slower on it and other on nearby arterials (3rd Ave NW and Leary Way NW). In other words, people appear to be cutting, quickly along 2nd Ave NW to possibly avoid signal delays and back-ups at Leary Way NW and NW 39th Street. To make matters worse, 2nd Ave NW connects with NW 40th Street in the middle of a very steep hill that in its very nature has quite limited visibility. Sitting in a vehicle on 2nd Ave NW, you cannot see a vehicle approaching from the west side of NW 40th Street due to the steepness of the slope. Yet, vehicles often speed quickly up and down NW 40th Street as it usually contains fewer parked cars and can seem wider/'safer'. Simply stated, people continue to fail to yield in the intersection for what appears to be a combination of poor visibility, inattention, ignorance and/or impatience. To further and as quickly mentioned above, 2nd Ave NW is full of bicycle and pedestrian traffic	Neighbors and neighborhood association of 2nd Ave NW	Fremont	SDOT			
18-604	Crossing Improvements at Leary & 41st	More crosswalks along Leary St., particularly around 41st St.	Leary & 41st	There are minimal crossing opportunities along Leary St., despite it being a major bus route and adjacent to the Burke Gilman trail. "Every intersection is a crosswalk" is not helpful in this case, as drivers on a four lane road traveling at high speeds are not inclined to stop for pedestrians and are not aware that it's the law. Build more marked crosswalks throughout the corridor, particularly where there are route 40 bus stops.	All road users, particularly the most vulnerable road users. Also benefits KC Metro and users of the Burke Gilman Trail	Fremont	SDOT			

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18-605	Traffic Calming on 3rd Ave NW, from NW 43rd Street to NW 44th Street	Add speed humps on 3rd Avenue NW at Ross Park (in Fremont) to slow traffic.	On 3rd Ave NW, from NW 43rd Street to NW 44th Street	3rd Ave NW is a North/South arterial in Fremont that runs right past Ross Park. Ross Park is frequented not only by young children in the neighborhood but also by children from the local preschool on a daily basis - often ages 2-5. There is a crosswalk to cross 3rd that many motorists (far from all) respect when occupied but when vacant, vehicles regularly travel 30-40mph. In this area of 3rd, the road is rather wide and can give motorists a false sense of safety to drive faster. There are also no stop signs, signals or traffic circles to help manage traffic for about 12 blocks. Given the number of young children in the area, open gates to the park, park proximity to a road often traveled at 30-40mph, and parked vehicles lining the street that can obscure young kids, there is a public safety concern. If this cost is too high for speed humps, even a stop sign to slow traffic at NW 44th Street and 3rd Ave NW would be helpful.	Young children in the neighborhood who frequent the park in addition to children from the local preschool.	Fremont	SDOT			
18-606	Traffic Calming on on NW 48th street between 6th ave nw and 8th ave nw	Implementing two speed humps/speed tables to slow the flow of traffic on NW 48th street between 6th ave nw and 8th ave nw. Also would like some signage that indicates traffic should slow due to "Children Playing".	Two (or at the very least, one) speed hump on NW 48th street between 6th ave nw and 8th ave nw in the West Woodland neighborhood of Ballard, Seattle (98107)	Due to higher traffic volume from traffic/maps apps (Waze, Google, etc) we've seen an increase in traffic and speeding cars and trucks on several east/westbound streets (between NW 50th street and NW 45th street) and several north/southbound streets (between 3rd ave NW and 8th ave NW), which has drawn a lot of safety concerns for people (pedestrians/children) that live and walk and bike through there. I'm aiming to speak for the particular street that I reside (NW 48th street) and I'm aware that other local residents are also taking part in this survey, specifically targeting the other nearby streets mentioned previously.	This project would benefit residents who are concerned for the safety of pedestrians, children, etc. by adding a layer of caution to drivers choosing to use these streets as their routes. And it would benefit the drivers considering they might be less likely to hurt someone else or themselves in an auto accident.	West Woodland	SDOT			
18-607	Traffic Calming on N 49th St and 1st Ave NW	Close off the east side of the intersection of N 49th St and 1st Ave NW to car traffic.	The west end of the block of N 49th St between Greenwood Ave N and 1st Ave NW. East side of the intersection of 49th and 1st.	All other direct routes between Phinney Ave N and NW Market St are interrupted. 49th carries FAR too much traffic, and direction-finding apps will not avoid it unless it is interrupted as well.	Everyone living along N 49th St between Phinney Ave N and NW Market St. One block would become a cul-de-sac and lose the ability to drive out west, but this is the safest and smallest impact on local residents' driving. Walking would be unaffected.	Phinney Ridge	SDOT			
18-608	Traffic Calming on North 49th and Northwest 49th Streets between Phinney Avenue and Market Street.	Speed bumps and traffic circle between Phinney Avenue and N 49th Street, and Market and NW 49th Street, no-left turn sign on NW 49th Street and Market Street for uphill traffic; signage to restrict size/weight vehicles at Phinney Avenue and N 49th and NW 49th Street and Market.	North 49th and Northwest 49th Streets between Phinney Avenue and Market Street.	N 49th and NW 49th Street between Phinney Avenue and Market Street is a highly-traveled, one-lane steep grade street with poor sight distance, leading to: emergency evasive reaction events, including a flipped vehicle, endangering our children, adult and property; rights-of-way escalations resulting in verbal assaults and sometimes violence; failure of vehicles to negotiate or fit into the available width of roadway/roundabout, leading to incidents of hit and run damage to parked vehicles and damage to roundabout.	Residents of N 49th and NW 49th Streets, adults and children and their property.	Phinney Ridge	SDOT			
18-612	Traffic Calming on Nw 49th st between 8th NW & Phinney ave N.	Traffic calming	Nw 49th st between 8th NW & Phinney ave N.	We are being overwhelmed with traffic, being used as a quick cut-through. See http://www.kiro7.com/video?videoid=688408727&videoVersion=1.0	Resident of NW 49th st, market and 3rd ave nw.	Phinney Ridge	SDOT			
18-624	Traffic Calming at NW 49th Street and 6th Ave NW	Traffic Circle at NW 49th Street and 6th Ave NW	NW 49th Street and 6th Ave NW, Ballard, 98107	Very large trucks and cars are using the street as a throughway causing traffic hazards for the residents on that street. They should be taking Market street instead.	residents of NW 49th street	Ballard	SDOT			

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18-626	Improvements on Phinney Ave N and 50th Ave N	Safety improvements to the arterial corner of Phinney Ave and 50th. This could be speed bumps, lowering the speed limit and adding radar speed limit signs.	Phinney Ave N and 50th Ave N, Seattle	This is a busy arterial curve with a bike lane, sharing space with two preschools, apartment buildings, a church, and the zoo. This curve has proved to be very dangerous, particularly in the mornings during spring and fall when the sun hits drivers in the face mid-curve, effectively blinding them until they have passed the preschool. This is particularly dangerous for bicyclists in the bike lane, who face the added danger of families encroaching on the bike lane while dropping off children at the preschool. It is most certainly also dangerous for the preschool families.	Pedestrians, bicyclists, drivers, zoo patrons, neighbors.	Phinney Ridge	SDOT			
18-671	Crossing Improvements on 39th and Phinney	Paint a crosswalk on 39th between Fremont Ave and Leary	39th and Phinney	It's dangerous to cross the street on 39th.	Citizens of Fremont	Fremont	SDOT			
18-672	Improvements at 39th Ave and Linden Ave	Traffic safety for BF Day elementary school. Consider making 39th and Linden a 4-way stop (rather than letting traffic coming off hwy 99 to drive by the school without stopping). The other suggestion is to add signage / lights / designated drop off zone during school start and end times	BF Day - corner of 39th Ave and Linden Ave and 41st and Fremont Ave	Unsafe conditions for getting children to and from school	school families of BF Day	Fremont	SDOT			
18-675	Crossing Improvements on 39th and Dayton	Crosswalks at 39th and Dayton to help with pedestrian traffic on busy Street	39th and Dayton	Pedestrians have to Jay walk on busy Street for busses	Pedestrians, commuters, busses, children	Fremont	SDOT			
18-680	Crossing Improvements on Fremont Ave at 41st	Adding flashing lights on the street (ground level) at the crosswalk at 41st, crossing Fremont Ave. Despite posted 20mph speed limit signs, this light is largely ignored by cyclists and cars as it's for a crosswalk without a cross street. Something at eye level or ground level is needed to make clear that ALL vehicles need to STOP (and that includes bikes).	Fremont Ave at 41st traffic light. Crosswalk leads to BF Day Elementary school.	Both bicycles and cars heading downhill currently ignore the traffic light. I've witnessed several near-misses as children try to cross the street at the light, but bicycles are going too fast and ignore the red light. Because the light does not have a cross street, bikes assume that even though they're going 25mph or faster, they don't need to obey (or worse, don't notice) this light.	Primarily elementary students and their families crossing the street to get to and from school, but also cyclists and drivers on this road.	Fremont	SDOT			
18-684	Crossing Improvements at Phinney Way at 46th st	Flashing Beacon at Aurora on ramp	Phinney Way at 46th st, where EB traffic turns onto Phinney Way	Safety of pedestrians in crosswalk. Drivers frequently do not signal and travel at high speed the crosswalk.	Pedestrians	Fremont	SDOT	OK, coordinate w/WSDOT		
18-685	Improvements at N 49th and N 46th/Market Street	Eliminate left turn at Market & N 49th, limit traffic, close access to Market Street, Speed Bump	Interception between N 49th and N 46th/Market Street	Back ups in residential street, excessive congestion and dangerous walking conditions for residents	Phinney Triangle Residents	Phinney Ridge	SDOT			
18-688	Signage Improvements on 49th and phinney	No trucks signs	49th and phinney, nw market and 49th	Keep semi trucks off residential street	Neighborhood	Phinney Ridge	SDOT			
18-694	Crossing Improvements on Market st & NW 54th St	Repaint crosswalk + add some	Market st & 54th Ave	poor pedestrian safety	Everyone	West Woodland	SDOT	OK, need more clarity		

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18-901	Curb Ramps on NW 58th from 3rd ave nw	curb ramps along the NW 58th	NW 58th from 3rd ave nw west along the thruway	Although it is labeled a thruway, people with strollers, kids on scooter or bikes or people on in a wheelchair can fully benefit	Anyone who has the nw 58th sidewalk corridor	West Woodland	SDOT			
18-904	Crossing Improvements at 3rd Ave NW @ 60th Street	Add a cross walk across 3rd Ave NW to access the Phinney Ridge/Billy Goats Bluff P-Patch.	3rd Ave, NW @ 60th Street (Phinney Ridge/West Woodland)	To better the community access to the P-Patch. 3rd is a very busy street where cars hardly stop unless necessary.	Children walking to West Woodland, neighbors, gardeners, ect.	Phinney Ridge	SDOT			
18-907	Traffic Calming on N 62nd Street and Dayton Avenue North	Traffic Circle	Intersection of N62nd Street and Dayton Avenue North	N 62nd is an access point to Highway 99, making it heavily trafficked. Motorists speed up and down this residential street, with frequent near misses and the occasional collision. Seniors and many small children live on N62nd, and Dayton is used as a pedestrian access to the Woodland Park Zoo. The high volume and high speed of the traffic threatens neighborhood residents and visitors.	Children, seniors, other neighborhood residents, Zoo visitors, bicyclists, and motorists.	Phinney Ridge	SDOT			