

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
17-488	Install a traffic circle at 7th Ave NW and NW 70th St	I would love to see a traffic circle installed at the intersection of 7th Ave NW and NW70th to match the others on surrounding blocks. In addition to all of the safety benefits it would provide, it would also help to green up the block a bit, and I'd love to get involved with the planting and maintaining of greenery on the circle.	Intersection of 7th Ave NW and NW 70th St	Cars speed on my road coming off of 8th ave and into a 4-way intersection that has no stop signs (corner of 7th Ave NW and NW 70th St). I witnessed a car vs. motorcycle accident this past summer, and have seen numerous other close calls as cars fail to slow down going through the intersection. There are kids living in the neighborhood as well as lots of foot traffic because of the Barking Dog Cafe, and I'd love to make this spot safer for all.	All residents of the block, as well as patrons of the Barking Dog	Phinney Ridge	SDOT			
17-654	Traffic Calming near Green Lake Elementary	Camera enforced school zone	65th Ave in front of Greenlake Elementary	Speed in front of school	Children, students, staff and families	Green Lake	SDOT			
17-659	Pedestrian Visibility Improvements near NE 70th St & 5th Ave NE	Add a flashing beacon to create more visibility for pedestrians	Weedin Pl, NE 70th, & 5th Ave NE	Dangerous intersection @ Weedin Pl, NE 70th & 5th Ave NE	Neighbors, bicyclists, drivers, seniors, person with limited mobility, SHA Greenlake Plaza residents	Green Lake	SDOT			
17-663	Beautify median along Aurora Ave	Native plantings on the medians.	N 70th to N 90th and beyond.	Ugly, run down medians on Aurora Ave between N 70th and N 90th and beyond.	Neighbors and all who use the heavily traveled Aurora Ave.	Greenwood	SDOT			
17-665	Improvements at 70th St & 6th Ave NE	Install curb cuts/curb ramps at NW and SW corners of 70th & 6th Ave S	NW and SW corners of 70th & 6th Ave NE	Persons with limited mobility have difficulty getting around.	Seniors, persons with limited mobility, parents with strollers, bicyclists	Green Lake	SDOT			
17-667	Improvements at 71st St & 6th Ave NE	Repair broken sidewalk	71st & 6th Ave NE	Challenges for persons in wheelchairs and limited mobility to navigate the sidewalk.	Persons with limited mobility	Green Lake	SDOT			
17-669	Crossing Improvements on Green Lake & N. Bagley	Improve crossing at Green Lake & N. Bagley	Greenlake, Bagley N.	Not enough cross walks around Greenlake, not enough park entrances to Greenlake	Summer visitors seeking parking around the lake	Green Lake	SDOT			
17-671	Traffic Calming near 72nd St and Dayton Ave	Traffic circle or painted intersection to slow cars down.	72nd and Dayton	Cars speed on my road.	The immediate neighborhood and EVERYONE who walks through this intersection regularly.	Phinney Ridge	SDOT			

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17-672	Improve crossing @ 73rd & Linden Ave N	The crosswalk needs to be highlighted in some way to remind drivers to watch for pedestrians. Painted crosswalk is one idea.	73rd and Linden, West side of the street. Also Linden and Winona.	Crossing 73rd on Linden Ave N on the West side of the street is very nerve wracking with my kids, especially, but also when I'm alone. Especially in the morning on the way to school, but all times of day. Cars are trying to get across the very busy Linden to get to Aurora and don't realize pedestrians are there too. Or cars are turning off Linden to go west on 73rd and again don't realize people could be there. I need to keep my kids super close to me and walk us quickly as cars turn and came very close to hitting us, not realizing we could be there. I think there is so much going on that people have too much to pay attention to and pedestrians are forgotten. Just after, or just before,(depending on whether we're going to or from school) we cross 73rd we need to cross over Linden at Winona. Cars on Linden going south need to stop in the walkway available to get across the street to see traffic before going again in the intersection and often times don't see us walking on the southwest side of the street due to tall plants. When they stop, in the space for walking, you have to wait for them to turn before you can walk across from the opposite side as well as there is no place to get across. You're also watching carefully at Winona to make sure the cars turning into Linden going north see that you're there. It's a scary place to walk with kids.	Pedestrians	Green Lake	SDOT			
17-675	Higher ped visibility near Linden & N 77th	see above	Linden & N 77th	The crossing at N 77th and Linden is potentially dangerous. It is a challenge to see cars coming on Linden while walking or driving across it. Cars use it as an alternative to Aurora and often are driving down the street at high speeds and don't see or respect the crosswalk. I think there should be a stop sign, roundabout, or a lighted crosswalk, with flags, at this intersection. Many children who attend Bagley Elementary cross at this street.	Children and families in the neighborhood.	Greenwood	SDOT			
17-681	Traffic-calming on Densmore Ave N, near 80th St	A mid-block speed bump on Densmore Ave N between 80th and 82nd, as cars are often speeding in excess of 50mph on a residential road, endangering the many residents, young kids, and students at the two neighborhood schools. Flashing crosswalk lights imbedded into the street for Bagley elementary kids often crossing the street without a cross-guard, located at 80th and Stone Way.	Densmore Ave N between 80th and 82nd	The speed of cars traveling through residential roads...leading to accidents and death.	Residents, children, pedestrians, and many drivers.	Green Lake	SDOT			

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17-683	Crossing improvements @ 6th Ave & N. 80th St	Rectangular Rapid Flashing Beacons activated from the street for people biking, and on the sidewalk for people walking, at N 80th and 85th streets. Also marking the crosswalks at both intersections with white markings for walkers, and green for people biking, would help to create a safer crossing environment for all. To calm cut through traffic, consider diverters between of 85th and Holman Rd and between N 65th and N 85th.	6th Ave NW at N 80th & N 85th.	Dangerous crossings on 6th Ave NW at N 80th & N 85th Streets as well as speeding, cut through traffic on 6th Ave NW--a Safe Routes to School Route connecting six schools and six parks from the Burke Gilman Trail to Carkeek Park. However, there are two key crossings in need of safety improvements in order to be a street that serves children en route to school. This route is a continuation of previous greenway improvements and was awarded an NSF grant in 2016 for a crossing improvement (Protected bike lane) at N 65th Street. There is great momentum and a large group of supporters in favor of completion of 6th Ave NW from the schools, parents and local business along the route. i	School children and the community at large benefit from routes that are safe and pleasant to walk along. Children who walk or bike to school arrive ready to learn. The community has easy access to parks and is healthier when people walk or bike to places to relax or play. Businesses adjacent to the route thrive as community members stop by for errands or to eat and drink at their local establishments. This route is a continuation of previous greenway improvements and was awarded an NSF grant in 2016 for a crossing improvement (Protected bike lane) at N 65th Street. Also, Safe Routes to School dollars may possibly be leveraged. There is great momentum and a large group of supporters in favor of completion of 6th Ave NW from the schools, parents and local business along the route.	Greenwood	SDOT			
17-684	Retricted left-turns @ NW 80th st & 3rd Ave NW	implement no left turns during high traffic periods or install a left turn lane. without these traffic develops then in turn creates unsafe crossing at those locations and also forces cars onto side streets to avoid backup of traffic. if the no left turn during peak hours was implemented then cars wouldn't back up.	example intersection of NW 80th St and 3rd Ave NW	implement no left turns during high traffic periods or install a left turn lane.	pedestrians, homeowners on side streets, traffic congestion removed	Greenwood	SDOT			
17-688	Traffic-calming along NW 87th St.	I think speed humps and a safer crossing improvement/flashing beacon will be beneficial to the safey of the children, adults and pet who live on our street.	NW 87th Street between 3rd Avenue and Greenwood Avenue.	Cars speed on my road (NW 87th Street) and there is no "designated" crosswalks for cars to stop when these see pedestrians crossing to go to Fred Meyer. And with the most promising route being implemented in the North Seattle Neighborhood Greenway cars are going to be using our street even more as a through street.	Every child, adult and pet. There are a ton of families with small children and it is not safe to cross out street, plus there are no sidewalks after Fred Meyer.	Greenwood	SDOT			
17-690	Traffic-calming near Sandel Park	Either speed bumps or diverters on 90th near the park.	South side of Sandel Park, on NW 90th St., between 2nd Ave. NW and 1st Ave. NW.	Too much traffic going too fast on 90th near busy Sandel Park. Greenway is going on 92nd, but calming is needed on 90th too.	All users of the park - families, children, dog walkers, etc.	Greenwood	SDOT			

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18-653	Crossing Improvements on Latona Ave NE & NE 65th St	Pedestrian Crossing Flashing Beacon(s)	Latona Ave NE & NE 65th St	This intersection is dangerous. In the five years that I have lived and worked near this intersection, I have witnessed three auto accidents and countless "close calls." I have heard several accounts from neighbors and business patrons about how it is difficult for pedestrians to cross safely and for cars to navigate the intersection. A flashing beacon would help pedestrians cross safely in this little neighborhood commerce area while altering cars that they need to *slow down* (20 is plenty!).	Pedestrians, neighborhood residents, business owners, business patrons, young school students, transit riders, drivers, bicyclists	Green Lake	SDOT			
18-655	Traffic Calming & Crossing Improvements on N 65th Street and E. Green Lake Way N.	Curb bulb-out to slow traffic and improve pedestrian crossing	N 65th Street and E. Green Lake Way N.	Cars speed into the turn onto N 65th from Green Lake Way. They need to slow down! 65th is very steep and narrow at that point, and parked cars have been hit by speeding vehicles coming up the hill	Pedestrians and residents who own the cars parked on the street.	Green Lake	SDOT			
18-657	Crossing Improvements at Greenlake & Ravenna	All-way pedestrian & bike crossing signal at Greenlake & Ravenna 5-way intersection by Gregg's	Greenlake & Ravenna	Safer crossing for peds & bikes- undisturbed by drivers	Everyone- increased safety	Green Lake	SDOT			
18-658	Crossing Improvements at E Green Lake Dr. N & NE Ravenna Blvd.	Add a round about at this confusing intersection.	E Green Lake Dr. N & NE Ravenna Blvd.	Because it is difficult & confusing to cross this intersection pedestrian, cyclist or driver.	People visiting Green Lake Park.	Green Lake	SDOT			
18-659	Improvements at 5th Ave NE and NE 72nd	Stop sign on the 5th @ the corner of 5th and 72nd NE	corner of 5th and 72nd NE	Increased foot traffic, blind corner & high speeds are making the intersections increasing dangerous	The entire community	Greenlake	SDOT			
18-661	Traffic Calming on Ashworth Avenue North between 85th and 80th	Slowing down traffic on our residential street with speed humps	North Green Lake on Ashworth Avenue North between 85th and 80th and I-5 and 99	Thank you very much for considering our request. Our location is a residential street that has grown rapidly from nearly 0 to over 25 kids just on our block of Ashworth between 85th and 82nd! Traffic has increased dramatically over the last couple of years. While we understand that traffic cannot be eliminated, we simply want drivers to observe the speed limit of 20 mph on our residential street. Signs are posted but sadly they are not adequate because drivers frequently drive over 30 mph. Parked cars are routinely hit and, more importantly, given the amount of traffic accidents on Ashworth at 85th and at 80th, we fear for the potential of an injury or worse. Foot traffic, children and adult play, and talking the dog for a walk on Ashworth is not limited to residents of our street; the same level of growth of families has occurred on Densmore to the east, Interlake to the west, and 82nd to the south. Furthermore, our street serves as a heavily trafficked pedestrian walk way down to Green Lake for residents who live north of 85th and for students of Bishop Blanchet High School and employees of the Seattle Parks Department facility who park on our street. Installing traffic humps will aid in enforcing drivers to observe the residential speed limit of the City of Seattle, will encourage safe outdoor activity and valuable community building among residents of Ashworth and the surrounding streets, will reduce automobile collisions, and will help prevent a terrible injury or traffic death on our street. It is well-documented that lowering speed limits result in less catastrophic collisions and causalities; by awarding this grant, the City of Seattle will be taking a commendable proactive step towards protecting its citizens. Please let me know what questions I can answer! Thank you very much and we are very hopeful that we will granted this project!	The following will be made safer by the installation of traffic humps: residents of Ashworth between 80th and 85th plus residents of the surrounding area as noted above in question #3, students of Bishop Blanchet High School and employees of the Seattle Parks Department facility who park on our street, and everyone who uses our street for commuting.	Green Lake	SDOT			

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18-662	Traffic Calming on 83rd St between 3rd Ave NW & Aurora Ave	Speed humps & other features to support 83rd St as a greenway	83rd St between 3rd Ave NW & Aurora Ave	83rd is a bike route and ped route but cars use it as an arterial, speeding thru.	Customers of Coyles, cyclists, pedestrians, everyone, homeowners & families on/around 83rd	Greenwood	SDOT			
18-663	Crossing Improvements at 83rd St & Greenwood Ave	Flashing Beacons/Crosswalk at 83rd & Greenwood	83rd St & Greenwood Ave	83rd is a major bike route for peds & cyclists, it doesn't have a crosswalk at Greenwood	Non-motorized users of public space	Greenwood	SDOT			
18-667	Crossing Improvements at 3rd Ave NW and 92th	Crosswalk at 3rd Ave NW and 92th so that the community can safely access Sandel Park	3rd Ave NW and 92th	Safety	Children, Elderly, and everyone else using Sandel Park	Greenwood	SDOT			
18-909	Crossing Improvements on N 65th St and Woodlawn Ave N	A curb bulb extension and planter box row. Currently, there is a large white no parking/no travel zone and freestanding Do Not Enter sign, upright almost in the middle of the road. This project would extend the sidewalk via a longer bulb extension - maybe 8ft of new raised sidewalk- plus add ~2ft tall by 8ft long planter/flower boxes and provide better support of the Do Not Enter sign.	This would be on the north west corner of N 65th St and Woodlawn Ave N, extending from the NW curb corner onto N 65th St, pointing south towards the SW corner.	It would better protect pedestrians as they initially cross N 65th St to continue south bound. It would be an improved visual and physical barrier preventing cars from trying to travel west bound down N 65th St. It would also prevent SDOT from having to replace, repair, or remount the Do Not Enter sign which has been hit by cars and knocked over as recently as this past 10 months. It would also beautify the intersection and make use of a portion of unused roadway	pedestrians safety, neighborhood beautification, and prevent SDOT from having to return to remount the Do Not Enter sign when it will likely get knocked over again soon	Green Lake	SDOT			
18-911	Crossing Improvements on Woodlawn Ave NE	Median pedestrian crossings & flashing beacons near Greenlake	Two intersections: Woodlawn Ave NE & 4th Ave NE...and...Woodlawn Ave NE & Latona Ave NE	This is one of the most dangerous intersections for pedestrians in Seattle! I have almost been hit here 3x!	The thousands of people who use Greenlake every year and Greenlake residents	Green Lake	SDOT			
18-912	Crossing Improvements & Traffic Calming on Linden from 67th to 73rd	Median island in the center of Linden Ave N that would run from 67th & Linden Thru to 73rd ST	center of Linden Ave N that would run from 67th & Linden Thru to 73rd ST	The increase in the amount of traffic, a higher speed make it difficult to cross Lynden	All of the residents of the neighborhood	Phinney Ridge	SDOT			
18-915	Crossing Improvements on Woodlawn Avenue NE at 71st, 72nd, and NE Maple Leaf Pl	Install stop signs or flashing lighted crosswalks along Woodlawn avenue through Greenlake Village.	Woodlawn Avenue NE at 71st, 72nd, and NE Maple Leaf Pl (possibly also at 4th AVE NE and Latona AVE).	Increased vehicle and foot traffic due to neighborhood growth. Poor/limited visibility of pedestrians and crossing traffic at street crossings. Nearby schools, library, and park mean lots of young kids are around.	Anyone who lives in or visits Greenlake Village, a very popular neighborhood and destination, will be safer both on the street and in their cars.	Green Lake	SDOT			
18-917	Street Trees near Aurora and Winona Ave	Planting more trees along the Aurora corridor north of Winona Ave	The greenery drops off heading north around Aurora and Winona Ave	Help beautify the city, create shade to help offset solar heat on pedestrians and other commuters.	Businesses, pedestrians, commuters along the Aurora corridor	Green Lake	SDOT			

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18-918	Crossing Improvements & Traffic Calming on Greenwood Ave N between N74th & N 76th Street	Additional crosswalks and traffic calming on Phinney Ridge (Greenwood Ave N). There's a lot of pedestrian traffic but motorized traffic is given preference making unsafe situation.	Greenwood Ave N between N74th & N 76th Street. Dead-end N74th at Greenwood?	Currently only 1 between N80th & N73rd despite busy urban core	Neighborhood, neighbors, shops and restaurants without impacting car commute times.	Phinney Ridge	SDOT			
18-919	Improvements on 77th Street and Linden	Put in a new 4 way stop (currently a 2 way stop)	77th Street and Linden (98103)	A new pedestrian walk was added in the last year, because we are close to a school and there are a lot of people crossing, but it isn't very useful, because cars can't see people waiting on the sidewalk. Cars are allowed to park within 30 feet of the sign, and there is almost always a large SUV parked, and no car driving on Linden can see people waiting. It defeats the purpose of the crosswalk. Additionally, Linden rounds a curve just before 77th street, and this makes it very difficult for cars trying to turn either way on Linden or cross to go straight. Again, with cars parked so close and bushes in the way, this curve is dangerous. There have been numerous crashes in recent years, and personally, anytime I pull out, I am just hoping I don't get hit.	Anyone that crosses 77th street at Linden (cars and pedestrians), and anyone on Linden so they aren't surprised by a pedestrian or car pulling out in front of them.	Phinney Ridge	SDOT			
18-921	Improvements on Stroud Ave N from East Green Lake Way N to 82nd St	Make Stroud Ave North a one-way only street	Stroud Ave N from East Green Lake Way N to 82nd St	Traffic along E Green Lake Way and 80th is very congested with vehicles and also highly trafficked with pedestrians. This has resulted in Vehicle-pedestrian and Vehicle-bicycle collisions/accidents. Stroud Ave N also becomes a bottleneck for traffic heading north towards 80th causing back ups on E Green Lake Way, as well as preventing the safe flow of traffic west on E Green Lake Way. This congestion makes it dangerous to everyone and pollutes the air with all the cars that are forced to idle.	Businesses, residents, pedestrians, drivers, cyclists	Green Lake	SDOT			
18-923	Improvements at 85th and Meridian Ave N	block off Meridian Ave No at 85th Street	85th and Meridian Ave No.	Meridian is a narrow street with cars parked on both sides and it sees very high traffic from autos going North to take a right turn to get onto the Freeway. Meridian is already blocked at 85th street to cars wishing to turn South on Meridian from 85th Westbound and for auto wishing to turn West onto 85th from Meridian Northbound	local residents in all the areas around Meridian between 80th and 85th.	Green Lake	SDOT			
18-924	Walkway Improvements in Greenwood	Constructing Sidewalks - pedestrian traffic/safe Sandel park access	3 blocks, Palantine to 2nd ave NW, between 87th st and 90th	Two sided street parking and limited visibility at night makes walking/biking dangerous.	All citizens living in the Greenwood neighborhood north of 85th st	Greenwood	SDOT	OK, \$90k can only build a section of sidewalk		