

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
17-338	Crossing Improvements to 2nd Ave Ext S and S Jackson intersection	Add an APS with a different audible tone than the APS at the 4th and Jackson intersection.	Intersection of 2nd Ave Ext S and S Jackson St.	The crossing for 2nd Ave Ext S at S Jackson St is inaccessible and confusing, especially if you have a visual impairment. Many visually impaired travelers commute through this area to get to Bus Stop 1778. The intersection is particularly challenging due the angle of the streets and the heavy volume of left turners on SB 2nd Ave Ext S. If one cannot see the pedestrian crossing lights, the audible cues of the traffic are difficult to decipher and one can often hear the audible signal from the 4th and Jackson intersection. If a person is not familiar with the intersection, they may confuse the audible signal from 4th and Jackson for this intersection and step into traffic.	All commuters, especially those with visual impairments	Chinatown/ID	SDOT			
17-384	Add all-way crossing to Denny & Westlake intersection	Add a pedestrian scramble at Denny and Westlake, mark Terry as a crosswalk.	denny and westlake	Too many people trying to cross Denny and Westlake, the corners get backed up with people who have to stand at the very edge of the curb too close to traffic. No other places to cross, Denny and Terry crosswalk is unmarked and feels unsafe.	people who live, work, or visit in the neighborhood who lose 4 minutes everytime they need to cross diagonally.	South Lake Union	SDOT			
17-701	Add more planters along 2nd Ave	The protective planters along the 2nd Avenue protected bike lane are great! Add planters to more sections of the 2nd Ave protected bike lane.	Downtown	Opportunity to increase the amount of greenery in downtown Seattle.	Protective planters particularly improve the experience for cyclists; beautification improves the experience for all who use the street.	Downtown	SDOT			
17-702	Improve light timing along 2nd Ave	Time green lights so that a southbound vehicle will get a wave of green lights at a speed of 12-15 mph. Downtown Portland does this (12 mph) on all one way downtown streets. This will discourage high speeds as speeding will only lead to catching a red light at the next intersection. In addition, it will not slow traffic during already congested periods.	2nd Ave downtown. Traffic signals at all intersections.	Traffic signals on 2nd Ave downtown (southbound) are timed to encourage high speeds. This encourages drivers and cyclists to drive too fast for conditions in order to catch the next green light. This is especially dangerous in the downhill cycle track, where cyclists must choose between riding too fast or waiting through multiple light cycles.	All road users downtown: pedestrians, cyclists, transit users and motor vehicle drivers.	Downtown	SDOT			
17-705	Signage Improvements at Terry Ave. & Union Ave	I believe a stop sign or yield sign would improve safety at this intersection.	Terry Ave. & Union Ave. on First Hill by Kindred Hospital	Cars approaching Terry Ave. on Union Ave. (west bound) face a "T" intersection where Union does not continue, converting to a stair climb, due to the extreme grade in that direction. Terry between Pike St. and Union is very steep to the point that visibility of Terry is low. I'm not sure all drivers even notice that there is a street there until they are in the intersection. I frequently see cars take a left turn onto Terry without even slowing down. You can't see the street (Terry) heading down the hill to Pike at all so the only clue that it is there as you approach the intersection is the lack of a curb.	Everyone. This intersection is just one block off from Pike & Boren, two major streets. First Hill sees many visitors due to the medical centers in the area and they are not familiar with the streets so we shouldn't rely on people just knowing that this section of Terry is there as a local resident would. One hospital, Kindred, is on this very corner and Virginia Mason has a visitor lot on Terry between Union and University. Anyone in the city might come to have reason to visit one of these hospitals and all but a few will be unfamiliar with the streets.	First Hill	SDOT			
18-701	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			
18-703	Curb Ramp at 9th & University Pavement Park	Install a curb-ramp into the 9th Avenue and University Street Pavement Park	9th Avenue and University Pavement Park	Currently, there is no access to the pavement park for those who have mobility issues.	Everyone, especially those with mobility challenges	First Hill	SDOT			

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18-704	Improvements on Westlake Bike Path, Westlake Ave and 9th Ave	Better integration at the end of the Westlake Bike Path in South Lake Union. It is very difficult to get on the bike path going west and entering from the light at 9th ave. I think there should be a bike lane that extends across the intersection heading west and a wider entrance on the sidewalk so that bikes and pedestrians going in both directions can fit	Intersection of Westlake Bike Path, Westlake Ave and 9th Ave	This is a very congested area during rush hour and there need to be better integration with the path and the road that it empties out onto	Bike and pedestrian commuters in SLU	South Lake Union	SDOT	OK, project currently under construction to add diagonal cross bike and bike signal		
18-705	Improvements at Fairview Ave / Boren Ave	Pave over roadway 'gaps' at Fairview Ave / Boren Ave intersection	Fairview Ave / Boren Ave intersection in S South Lake Union	This intersection is host to three 50 ft. long, 4 inch wide, 5 inch deep 'gaps' that pose a serious falling hazard for cyclists. I haven't the slightest idea what they are intended for, be it for drainage or vestigial trolley tracks. Either way, biking over them is a hazardous affair. The danger they pose to cyclists is akin to that of the Streetcar tracks, but unlike the streetcar rails these gaps have no obvious utility.	The considerable number of cyclists that commute along Fairview Ave	Belltown	SDOT			
18-706	Pedestrian Signal Improvements on Terry Ave @ Mercer and Valley Sts		Terry Ave @ Mercer and Valley Sts	When the SLUT crosses Mercer (southbound, on Terry Ave) it runs parallel to Mercer crosswalks but has its own light cycle that doesn't allow for pedestrians to cross Mercer at the same time, even though that would actually be the safest point during the overall light cycle for pedestrians to cross. One block later, when it crosses Valley st., the pedestrian signal is activated at the same time as the streetcar, except in that location the streetcar crosses the pedestrian walkway at the other side of the crosswalk. These should be essentially switched, allowing pedestrians to cross Mercer parallel to the streetcar, and creating streetcar only light timing, separate from pedestrians, at Valley St.	All road and sidewalk users, SDOT and KC Metro, and nearby destinations such as the center for wooden boats and MOHAI	South Lake Union	SDOT			
18-720	Traffic Calming on Thomas at Eastlake	Curb bulb and speed cushion to slow/discourage turns onto Thomas from Eastlake	Thomas Street, short steep west-bound downhill segment West of Eastlake (curb bulb on Northwest corner)	Eastlake is quite fast and busy as an access road to I-5 while Thomas is relatively narrow, quiet street. The turn onto the downhill segment has poor visibility and encourages high speeds into a residential/retail area. More appropriate streets for driving through include Mercer and Stewart. Uphill access to Eastlake from Thomas is less problematic and enables drivers a convenient exit from the area.	There are very few walkable, quiet streets in the immediate area. Even so Thomas has several apartment buildings and more on the way. There are restaurants with outdoor seating fronting on Thomas. There is a church and the Cascade P-patch only a few blocks away. Boutique retail is developing on adjacent blocks. REI has a loading dock there that would benefit from calmer access for their customers.	Cascade	SDOT			
18-721	Improvements at 2nd ave s & S main st	Curb ramps - board shape	2nd ave s / S main st	to improve pedestrian access	SDOT	Pioneer Square	SDOT	OK, PMP has a project planned for 2018		
18-723	Crossing Improvements on Hubbell Place and Seneca St	The intersection at Hubbell Place and Seneca needs several improvements to make it a safe and accessible connection across Seneca St for the growing population on First Hill and Downtown who commute to/from their neighborhoods primarily on foot. Improvements should include: a permanent signalized scramble intersection with new curbs ramps and cross walks.	Hubbell Place and Seneca St. Intersection	The intersection at Hubbell Place and Seneca Street is slated to be a crucial connection from new development and a growing residential population on First Hill to Freeway Park, Seattle's largest urban park and ultimately to Downtown and the Washington State Convention Center. The intersection currently has a temporary signal and incomplete pedestrian infrastructure. The community has \$25,000 from public benefit funds from the 1101 8th Ave development project next to Town Hall and adjacent to Freeway Park which will be dedicated to a study of community priorities and possibilities at this intersection. The YCYV funds could leverage that study to actualize improvements to the intersection and make a meaningful and gracious pedestrian connection from First Hill to Freeway Park and beyond.	First Hill has the fastest growing population in our city, a large percentage of whom are underserved, aging or new to Seattle. First Hill is also tragically short on public open space requirements for such a dense neighborhood. The residents, workers, business owners and tourists alike will benefit from a safe and accessible pedestrian environment and we believe this intersection in particular creates a crucial connection for First Hill residents and Town Hall Seattle to Freeway Park as both accessible green space and a route to Downtown and the WSCC.	First Hill	SDOT			

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18-724	Crosswalk Improvements on Western Ave below Pike Market	Crosswalk Improvement by Pike Market	Crosswalks on Western Ave below Pike Market	While improvements have been made for bicycle traffic, pedestrian improvements are needed for safety	Pedestrians and Western Ave businesses	Downtown	SDOT			
18-729	Improvements on 6th Avenue and Olive Way	Reduce two right-turn lanes to one right-turn lane and possibly widen sidewalk south of the intersection.	Intersection of 6th Avenue and Olive Way, northeast side	Double-turn lanes are explicitly called out as a problem in the City's Vision Zero plan, and it's obvious why: it makes people crossing the street extremely uncomfortable, it encourages dangerous vehicle movements, and it's simply unsafe.	The thousands of people who move through this intersection every day, along with nearby business establishments.	Downtown	SDOT			
18-730	Crossing Improvements at Stewart St at Westlake Ave and 6th Ave	All-way walk at Stewart St., Westlake Ave. and 6th Ave (Westlake Square Park). Along Stewart, where it intersects 6th (western side walk), along Stewart, here it intersects Westlake (eastern side walk, northern side walk). All this exists but should turn into an all-way stop. A crosswalk should be added along the western sidewalk of Stewart & Westlake.	Stewart St at Westlake Ave and 6th Ave	Walking along here every morning on my way to work, I walk along the western side of Stewart & Westlake where there is no sidewalk because there are times where I can cross diagonally with no possibility of oncoming traffic despite a green light in one location. It's basically an all-way but doesn't have the stripes.	Workers downtown, making their morning hustle from the bus to the office in the rain more efficient. Also, the street car folks.	Downtown	SDOT			
18-734	Improvements on Boren and Olive	Add a turn light at Boren and Olive	Intersection of Olive Way & Boren Ave, Olive turning onto Boren downtown.	waiting to turn onto olive can take up to three cycles of the light sometimes even when there's no back up of traffic.	This intersection is close to an I5 on ramp, so a large number of commuters	Downtown	SDOT			
18-738	Crossing Improvements on Westlake Ave and John St	Flashing Beacons at Westlake and John St.	South Side of intersection of Westlake Ave and John St	This is a missing crossing gap for pedestrians and cyclists on Westlake. Many pedestrians and cyclist dash across the intersection with drivers failing to yield.	Pedestrians & Cyclists by	South Lake Union	SDOT			
18-739	Improvements on Thomas and Fairview	Turn required (except bicycles, similar to Bell Street signage) from Thomas onto Fairview / No turn onto Thomas at Fairview (bollards preventing turns onto Thomas Eastbound, but not turns leaving Thomas)	Thomas and Fairview	This section of Fairview is an important transit route and Thomas is the only remaining East-West street in South Lake Union that can be quieted for pedestrians and cyclists.	Smoother transit on Fairview in a critical congestion area. People driving are routed directly to/from parking garages and large arterials in an otherwise confusing area. Restaurant and retail district by Thomas/Terry becomes calmer for a more enjoyable browsing experience. Thomas street becomes a safe, pleasant option for SLU workers to get the short distance to Key Arena or restaurants on foot or bike share after work rather than leaving one parking ramp for a very short drive to another.	South Lake Union	SDOT			
18-744	Improvements on Terry and Mercer	No right turn on red from Northbound Terry Street onto Mercer (and walk signal adjustments)	Terry and Mercer, south side of Mercer Street.	People walking ignore the ridiculously long don't walk sign. Drivers can't turn right anyway during rush hour because of constant cross traffic. Terry moves a very low volume of car traffic.	People walking and driving benefit from making the signals match the way the intersection really works. There a lot of people walking around there who are confronted with very long don't walk lights on every single block. Transit riders accessing the many jobs that require a 'last mile' walk east-west across South Lake Union from one of the many bus stops near the Mercer Street geographical boundary.	South Lake Union	SDOT			

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18-746	Improvements at Roy St at 9th Ave N	more red light cameras	Roy St at 9th Ave N	This intersection is constantly blocked by cars traveling south on 9th who are trying to get to Mercer St. and I-5. There is total disregard for the light there, and cars going east on Roy St often have to wait through 4 lights because of those blocking. More tickets for intersection blockers may make people think twice before doing it.	Commuters trying to get between Queen Anne and Cap Hill or Westlake who have very few ways to get there given the lack of east-west routes. Also benefits city with added red light ticket \$\$.	South Lake Union	SDOT			
18-3012	Improvements at Plymouth Pillars Dog Park	Drainage Improvements and/or a Paw Wash at Plymouth Pillars Dog Park	Plymouth Pillars Dog Park, Capitol Hill	Park becomes unsuitable/unclean for use with 24-48 hours of any rain activity. Storm water doesn't drain into the ground causing quite a mess and creating an environment where users avoid the much needed neighborhood amenity. Improved site drainage and/or a paw wash station would allow our four-legged friends to enjoy the amenity regardless of weather without creating a mess in local businesses and residences.	Urban, apartment dwellers in densely populated neighborhood with limited amenities for dogs.	Capitol Hill	SPR			
18-7001	Signage Improvements at Cascade Playground	New Signs for Cascade Playground	Cascade Playground/Park	To the average visitor, one is not quite sure exactly what this space is....it's a bit of a mix of groups, facilities and offerings. With so many new residents, there may be even more confusion. One idea would be to have each entryway into the park have an arch with the name of the park. (If we could capture the Art Nouveau look fo the subways in Paris, wow.), Make each entry consistent. Maybe the Art Nouveau is not the best idea, but almost every entry in this park looks like a private entry.....people enter and seem to expect to be challenged	Old and new residents of cascaade	Cascade	SPR			
18-7002	Pathway Improvements at Cascade Playfield	repaving bumpy jogging path/circle at Cascade Playground	333 Pontius Ave. Cascade Playground	Small Neighborhood is growing rapidly, Thousands of neighbors moved here will be joining us in 2018 sharing a very small park space	Neighbors and children and dogs	Cascade	SPR			