

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
17-708	Pedestrian Visibility Improvements at intersection of Bell Street and Third Avenue	The community is seeking "patterned/colored" concrete treatments.	Intersection of Bell Street and Third Avenue in Belltown	The residents and Park visitors have safety concerns crossing the intersection at Bell Street and 3rd Avenue. The Third Avenue Project represents an opportunity to clearly mark the intersection to provide a heads=up to motors that there are pedestrians walking in Bell Street Park.	In addition to the many Park activation events in Bell Street Park, this is a pedestrian route used by workers and is part of the Market to MOHAI route as well. I do not have the actual estimates of pedestrians who used the Park daily but it is substantial.	Belltown	SDOT	Community Crosswalks funded through NMF		
17-712	Install left hand turn traffic light and pedestrian countdown signal at 1st Ave and Broad St intersection	We should have a left hand turn light here and a corresponding pedestrian countdown signal to restrict when cars can turn left on a green light. Currently, cars speed up to make the left hand turn making impact on pedestrians worse due to the acceleration. The turn light would resolve this.	1st Avenue and Broad street intersection in Belltown	At the intersection of 1st Ave and Broad St in Belltown, we need a left hand turn traffic light and pedestrian countdown signal. I had to call 911 here for a woman who was hit by a car in front of me at this intersection, I know there was another serious incident last year where a pedestrian was hit by another car and just a few weeks ago I was almost hit by a car here. The cars were all turning left down broad from first.	All drivers and pedestrians who use this intersection. It is a highly trafficked intersection with lots of tourists, residents and pets going to the Olympic sculpture park a block away.	Belltown	SDOT			
17-713	Intersection Redesign at 5th Ave & Vine St	I believe the major problem with the intersection can be fixed by closing a small section of one of the 5 streets involved. That street is just a spur that serves no major function and has very little traffic. The simplest solution would be to remove the concrete island & warning sign in the current intersection, and then place concrete pylons/dividers blocking traffic into Taylor Ave. spur. More complex projects are possible, but I'm just worried about safety so I just want the simplest, cheapest fix.	The intersection at 5th Ave & Vine St. off of Denny (beneath the Monorail). The spur is the part of Taylor Ave that is cut off from the rest of it's length by Denny Way.	Dangerous intersection beside a high-traffic area causes dangerous accidents to automobiles as well as the high number of pedestrians.	First and foremost, tourists. So many tourists circling the Space Needle and following the path of the Monorail have extreme difficulty with this intersection. Secondly, pedestrians. The 5th Ave. sidewalk under the Monorail is extremely popular with walkers. The poorly lit area is especially popular for late night pedestrians because one of the few grocery stores in the vicinity is located on the corner. Since there is a good deal of apartment buildings in the area, pedestrian traffic is high after 5 p.m. In addition there are bars in the poorly lit area which means a lot of night time pedestrian traffic especially on the weekends.	Lower Queen Anne	SDOT			

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
17-714	Intersection Redesign @ Warren Pl & 1st Ave	Square up the intersection on Warren Pl so that drivers have to make a square left turn instead of a diagonal merge. Perhaps prohibit left turns entirely.	Warren Pl at 1st Ave	People driving on Warren Pl turning left onto 1st Ave often fail to yield to southbound traffic on 1st. This is a wide, diagonal intersection with poor visibility and a lot a traffic. There have been several collisions at this intersection in recent years.	People driving and bicycling along 1st Ave in Belltown near Seattle Center	Belltown	SDOT			
17-715	Crosswalk improvement at Denny Way and 5th Ave intersection	The crossing of 5th Avenue at Denny Way could be improved by adding a pedestrian refuge island as well as curb extensions from both sides of the crosswalk. Narrowing the roadway lanes would ensure that cars do not speed up as they head south on 5th Ave.	Denny Way and 5th Avenue, south side of Denny Way east of Tillicum Place park.	Pedestrians on heavily trafficked Denny Way have a hard time crossing 5th Avenue as cars speed up as they make the turn from either Denny Way or 5th Ave N. The crosswalk is placed at an angle behind Monorail tracks that makes it easy for vehicles to speed by.	People walking between the heavily pedestrian oriented areas of Belltown, Seattle Center, and South Lake Union.	Belltown	SDOT			
17-716	Install an All-Way walk at the corner of Denny Way & Broad St	Install an All-Way walk at the corner of Denny Way & Broad St	Denny Way & Broad St	Takes a long time for the walk signal at intersection for Denny Way & Broad St	Center School students, tourists, pedestrians	Belltown/LQA	SDOT			
17-718	Crossing & Signage Improvements on W Republican St & 2nd/3rd/4th Ave W	My proposal is to install either 4-way stop signs or roundabouts and crosswalks at three large intersections along Republican St at 2nd, 3rd, and 4th Ave W. The preference is for roundabouts so that traffic is not slowed unnecessarily, but stop signs may need to be used due to the width of the roadway.	2nd ave W and Republican (replace 2-way sign), 3rd Ave W and Republican, 4th Ave W and Republican	The residential streets in my part of Uptown, in particular 2nd Ave W - 4th Ave W between Mercer and Elliott, are increasingly highly trafficked during peak commuting times. Traffic increases on Mercer St are causing more cars to use the N-S numbered streets as cut-throughs to access Elliott and eventually downtown/I-5. Since these are residential streets that previously saw little vehicle traffic, there are no stop signs or crosswalks at most intersections. There are also large hills, in particular on the south sides of 4th and 4th Aves W as well as street parking on both sides of all streets, which create significant blind spots for both drivers and pedestrians. The result has been constant confusion about right of way and danger to residents as vehicles travel at speed through undersigned residential streets.	Principal beneficiaries of this project will be 1) neighborhood residents, in particular the many residents who use the neighborhood's high walk score to commute or engage in other foot traffic during peak commuting hours 2) residents of other neighborhoods who also commute by foot or bicycle through the neighborhood, in particular the many utilizing the popular 3rd ave W pedestrian connection to the Elliott Bay bike trail, 3) vehicular and bicycle commuters from all neighborhoods using 2nd, 3rd or 4th ave W to cut through to Elliott Ave or Mercer St and 4) driving residents of the neighborhood using Republican St to travel to and from the neighborhood.	Uptown	SDOT			

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
17-723	Regrade the entrance / exit of the Valley St stairs to prevent water from pooling	Fill the dip with black top? Re-grade the road to channel water away from the stairwell?	100 block of Valley Street between the upper and lower portions of the street at the two stairwells.	On Valley Street, the split part, entrance and exit to the stairs are huge puddles. Could there be some fill to prevent the leaves and standing water from forming a mote at the beginning and ending of the two staircases from upper to lower Valley Street. Shouldn't cost much.	Everyone who uses the stairs and drivers avoiding splashing the walkers.	Lower Queen Anne	SDOT			
17-724	Improve pedestrian connection at staircase on 1st Ave N & Valley.	The road is wide enough to accommodate half circle, with reflective markings, at the top of the stairs. The half circle would have two immediate benefits: 1) it would act as a nonintrusive speed barrier - due to the lack of oncoming traffic and wide road cars regularly exceed the legal street limit along Valley St. Specifically from Warren Ave N through the 1st Ave N intersection. 2) it would provide a safe zone for pedestrians, to be visible, as they exit the staircase. Vegetation at the top of the stairs and lack of a street lamp also add to the danger of making it safely across the street. The vegetation is not trimmed on a regular basis and always requires a call to the city.	1st Ave N and Valley St (98109) the North side of the stairway in the median that separates East / West traffic.	There is no safe way to exit from the north mouth of the staircase located at 1st Ave N and Valley St. A) There is no sidewalk along the south side of Valley St (north of the median). Nor is this request for the construction of a sidewalk. B) Currently pedestrians MUST step into the street to see if there is oncoming traffic. **There is a sightless individual who uses the staircase and lives in the immediate area.**	All pedestrians walking north along 1st Ave N, specifically as they cross Valley St - which has a staircase in the median. There are many elderly individuals who regularly walk up the stairs as well as a sightless individual who lives in the immediate area. Again there is no safe zone for any pedestrian to be seen once they exit from the north mouth of the staircase.	Queen Anne	SDOT			
17-727	Install high visibility lighting infrastructure to the W Olympic Place and 7th Ave W intersection	Please add flashing lights and better signage to mark the crossing. A crosswalk already exists.	W. Olympic Place and 7th Avenue West... the entrance to Kinnear Park on Queen Anne.	Cars don't stop for pedestrians who cross W. Olympic Place at 7th Avenue W to enter Kinnear Park. It is very unsafe and always a tense moment to cross. There is a marked crosswalk, but the cars approach uphill so they only see the crossing shortly before they reach the it. I think Flashing Lights would solve the problem.	Pedestrians, drivers and park patrons.	Queen Anne	SDOT			

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
18-700	Pedestrian Signal Improvements at 1st Ave and Yesler Way	Install pedestrian signals (with a countdown and audible signal) for all crossings at 1st Ave and Yesler Way.	All four corners of the intersection at 1st Ave and Yesler Way in Pioneer Square.	This intersection has some of the highest pedestrian counts in the city, yet has no pedestrian signals. Whenever pedestrians come to the intersection, it is unclear that they must watch the traffic lights to know when to cross the street. There is no indication to pedestrians (besides the yellow light for vehicles) that they should not begin crossing the street. This is a dangerous condition, especially for those with disabilities, or simply need more time to cross the street. Multiple, large neighborhood tour groups use this intersection daily. With a new streetcar station being sited just north of Cherry Street, the number of pedestrians using this intersection will only grow.	This project would benefit anyone and everyone in Pioneer Square; tourists exploring the neighborhood's history, sports fans headed to a game, residents of the city, employees from the neighborhood, commuters from the ferries, the elderly, and the disabled.	Pioneer Square	SDOT			
18-707	Traffic Calming & Pedestrian Improvements on W Olympic PI between 3rd Ave W and 7th Ave N	W Olympic PI Pedestrianization - curb bulbs, flashing beacons, median pedestrian crossings, and speed humps on West Olympic Place near Kinneer Park	W Olympic PI between 3rd Ave W and 7th Ave N	Street traffic is hostile and dangerous to pedestrians and residents	Pedestrians and residents in Queen Anne and Lower Queen Anne	Lower Queen Anne	SDOT			
18-725	Crossing Improvements on Western Ave & Lenora/Blanchard	Add two curb bulbs on Western Avenue, one on Lenora and one on Blanchard. This is on the Market to MOHAI pedestrian corridor, a community initiated project, originally funded with Private funds and a DON NMF grant, but now in SDOT's Capital budget.	First Curb bulb in on the SW corner of Western Avenue and Lenora, on Lenora. The second curb bulb is on the SW corner of Western Avenue and Blanchard, on Blanchard. There is a curb bulb on the SW corner of Western and Blanchard, but it is one Western, not Blanchard.	Curb Bulbs are one of the best ways to reduce the risks of pedestrian crossings by reducing length of exposure to vehicles. With the City, the community is developing this pedestrian corridor from the Pike Place Market to MOHAI that is safe, comfortable, well-lit and engaging. There was a pedestrian fatality at Western and Lenora in 2017.	Current, thousands use Western Avenue, but with completion of the Market to MOHAI and the Waterfront Seattle, this will become Millions annually.	Belltown	SDOT			

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
18-733	Crossing Improvements on 1st and Vine	Crosswalk and "Yield to Pedestrians" sign allowing for crossing 1st Ave at Vine St.	1st and Vine.	Pedestrians crossing often get honked at, yelled at, and sometimes almost hit by car drivers who think they have the right of way over pedestrians at this busy unmarked intersection in Belltown.	Pedestrians at 1st and Vine.	Belltown	SDOT			
18-735	Crossing Improvements on Western Ave at Bay St.	Install Flashing Beacons for crossing Western Ave at Bay St.	Crosswalks across Western Ave at Bay St.	Car typically exceed the speed limit when driving down Western ave and ignore pedestrians waiting to cross. Visibility is often limited by trucks parked on either side of the street, making it tough for drivers to see people waiting.	Pedestrians who are trying to access the Olympic sculpture park, Bay st. stairs, and the 3101 Western Ave building.	Belltown	SDOT			
18-740	Crossing Improvements on Republican & Warren	Crosswalk Improvements: Speed Table at the corner of Republican-Warren	District 7: Uptown - Seattle Center's NW Corner where August Wilson Way meets Republican St (100 Block) and Warren Ave N (500 Block)	Pedestrian Safety: the current flat crosswalk does not discourage speeding or aggressive driving. An apartment building now exists at this corner. It's a safety concern for residents and visitors.	Seattle Center visitors, adjacent apartment residents and visitors, seniors, children and families, Vera Project/KEXP performers during unloading and loading	Uptown	SDOT	OK, raised intersection would be over \$90k budget		
18-741	Traffic Calming in Uptown	Traffic Circles in SW Uptown (W Republican, W Harrison, W Thomas, W John St Corridors)	District 7: Uptown: SW Corner of Uptown bound by 1st Ave W, W Mercer, Elliott Ave W, and Denny Way	There is currently a confusing system of alternating 4-way and 2-way stops in the SW corner of Uptown. Traffic Circles along W Republican, W Harrison, W Thomas and W John Street corridors could mitigate the confusing stop-and-go occurring on this grid. It would also increase pedestrian safety for residents and visitors as events start and end at Seattle Center, including events at the renovated arena.	Apartment residents, seniors, children and families, Seattle Center visitors, people attending events at the renovated arena	Uptown	SDOT			
18-742	Crossing Improvements on Queen Anne Ave between Mercer + Republican	Crosswalks have no paint on the street and no button/ flashing highs. If you step out in front of the bus the other traffic lane can't see you	Queen Anne Ave between mercer + republican dangerous for pedestrians.	Crosswalk between uptown theater + Mud bay	All pedestrians on Lower Queen Anne	Lower Queen Anne	SDOT			

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
18-743	Crossing Improvements on Queen Anne Ave N Midblock Crosswalk	Crosswalk Improvements: Flashing Beacons for Queen Anne Ave N Midblock Crosswalk	District 7: Uptown - Queen Anne Ave N, 500 Block, between Mercer and Republican	Existing crosswalk signage does not discourage speeding or aggressive driving. QA-Mercer is a major Metro hub.	Residents and tourists, especially those w/ children and pets; seniors; Metro commuters, and Seattle Center patrons (arts, culture, festivals, sports, concerts, etc).	Uptown	SDOT			
18-745	Crossing Improvements at W Mercer St & 5th Ave W	Crosswalk Improvement: Flashing Beacons at W Mercer St - 5th Ave W	District 7: Uptown - Intersection of 5th Ave W - W Mercer St	There's a median pedestrian crossing however it's at a blind corner for eastbound vehicles, buses, and freight/construction trucks.	Seniors and residents w/ disabilities. This part of Uptown contains a higher concentration of SHA properties and affordable URM apartments.	Uptown	SDOT			
17-728	Trail Construction in Lower Kinnear Park	Build a permanent path that connects the stairs to the sidewalk on West Mercer Place. This could be done by extending the sidewalk to the stairs, or covering a path with gravel. Also, it would be nice to remove the weeds and other growth along the path.	In Lower Kinnear Park near the intersection of West Mercer Place and Elliot Ave. West.	There is no permanent walking path between the southwest corner of Lower Kinnear Park to the sidewalk on Elliot Ave. West. Lower Kinnear Park has a set of stairs that brings pedestrians from the park to West Mercer Place, but there is no permanent path that connects those stairs to the sidewalk on Elliot Ave. West.	People that walk from Uptown to Elliot Ave. West. In the future Expedia will be located in that area and a better path will allow for easier walking for the new Expedia employees.	Uptown	SPR			
18-7008	Improvements at Cottages/P-Patch Park	Cottages/P-Patch Park in Belltown is in urgent need of maintenance, repairs and upgrades. These repairs and maintenance should include (1) repairing and restoring the fountain; (2) curbs/low fencing along the alleyway (cars are running over the planted areas); (3) lighting throughout the garden/park; (4) replace trees along walkway next to rear cottage; (5) repair the entrance trellis; (6) fencing repairs; and (7) ADA compliant walkways.	Cottages/P-Patch Park at Vine and Western in Belltown	The projects would combine to create a safer, more inviting and pleasant atmosphere – reducing the uncivil behaviors - as well as creating space accessibility and increasing the activation in the Park.	Aside from the necessity of maintaining Park properties, the project benefits the neighborhood by reducing criminal activity and other uncivil behavior. Improvements will create a more pleasant environment for the community to enjoy (smelling the roses in the summer) as well as the working conditions of the gardeners. It will also provide ADA compliant walkways creating accessible public space.	Belltown	SPR			