

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
17-134	Designate no parking zones adjacent to stairway at SW Edmunds St & 38th Ave SW	Paint no-parking zones on the curbs opposite the ends of the stairs in the median. This is a very low-cost improvement!	The SW Edmunds St stairs at 38th Ave SW.	Crossing 38th Ave SW at the SW Edmunds St stairs is difficult because parked cars obstruct the curbs. 38th is divided by a steep median. Often the cars are so close together one cannot cross directly to the stairs in the median; you have walk some distance in the street.	Many pedestrians who use the stairs.	Fairmount Park	SDOT			
17-135	Traffic-calming near 37th Ave SW & SW Edmunds	Add an elevated traffic circle to the intersection with low maintenance native shrubs.	Intersection of 37th and Edmunds	Intersection of 37th and Edmunds has a blind spot over a steep hill, and cars frequently divert to 37th to avoid the road diet on 35th, speeding down this residential street with many children and elderly in the neighborhood. We need a speed calming mechanism, like a traffic circle.	Community, neighbors, pedestrians, park-and-ride commuters, preschool and Mt. St. Vincent residents.	Fairmount Park	SDOT			
17-139	Ped improvements @ 5-way Edmunds, California, Erskine Way SW intersection	Implement crossing improvements and beautification to make the intersection at California Avenue SW, SW Edmunds Street and Erskine Way SW more safe and inviting to people walking and biking. This intersection is one of the major car traffic conduits in West Seattle (aka "car sewer"). I suggest changing the signal sequence to provide an all-ways walk light cycle similar to the one at the next intersection to the north (California Ave SW and SW Alaska Street). I suggest no turn on red for cars at all entry points to this intersection. I suggest some beautification to make this intersection more inviting to people walking to help improve awareness of businesses at this intersection. Perhaps a parklet on California Ave SW with some kind of interactive or kinetic art installation to draw people to the intersection and encourage them to cross it safely.	Intersection of California Ave SW, SW Edmunds Street and Erskine Way SW.	Need pedestrian and bicycle safety improvements at the 5-way intersection at SW Edmunds Street, California Ave SW and Erskine Way SW. This intersection is one of the major car traffic conduits in West Seattle. It has a drive through bank, car traffic coming from 5 directions and two private parking lots abutting the sidewalks (7-11 parking lot and Uptown Espresso parking lot).Traffic is heavy here make walking and biking beside the intersection, and trying to cross it unsafe and unpleasant. The businesses near this intersection suffer because public parking is not close and it is not at all an inviting place to walk or bike. Pedestrians cannot cross diagonally, but must cross 2 or three streets to get from businesses on the SW side of the intersection to businesses on the NE side of the intersection. Indeed, there have been repeated failures of businesses at the NE corner of California Ave SW and SW Edmunds Street which I believe can in part be attributed to the uninviting streetscape and the fast cars rushing through the intersection from several directions.	The whole community of shoppers and businesses in the West Seattle Junction would benefit from a more inviting, safer intersection. This would attract business to a neglected end of the main business street in West Seattle. People biking would finally a safe and flat route and crossing to navigate from NW West Seattle to South West Seattle.	West Seattle/Alaska Junction	SDOT			
17-140	Install traffic calming infrastructure (speed humps, signage) at the entrance to alleyways running between 42nd Ave SW, SW California Ave, and 44th Ave SW	Installing speed bumps in the alleyways and slow signs at the junctions of the alleyways at Genesee, Oregon and Edmunds	Edmunds to Genesee mid block running parallel to California Ave/44th/42nd	Drivers are using the alleyways that run between 42nd/Columbia/44th Ave. Our neighborhood needs some traffic signs and calming.	The entire community	West Seattle Junction	SDOT			
17-148	Improve crossing at Alaska Ave & Fauntleroy	Increase the pedestrian crossing signal length (especially in the East/West direction along Alaska) by 5-10 seconds. Crossing in this area is difficult for families with children as well as elders who all may cross this wide road more slowly than others. For everyone, since this is a very busy intersection, just the time it takes to look both ways a couple times to avoid red light runners can take up a significant portion of the signal currently.	SW Alaska & Fauntleroy intersection in West Seattle	Timing of the pedestrian crossing signals at SW Alaska & Fauntleroy is too short.	Families from nearby neighborhoods walking to nearby groceries, businesses, restaurants, farmers market, and gyms.	West Seattle Junction	SDOT			

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17-149	Improve crossing at Alaska Ave & Fauntleroy	- Clearly painted crossings at 36th, 37th, and 38th - Pedestrian-triggered, blinking crossings at 36th (for easy access to neighborhood YMCA) and 38th (for better access to bus stops and grocery shopping) - Center, physical bulbs at all crossings to help calm traffic - Bulb-outs at each intersection to help calm traffic	SW Alaska between 35th and Fauntleroy	SW Alaska between Fauntleroy and 35th is dangerous to cross from nearby Edmunds Slope/Fairmount Park neighborhoods since intersections of 36th, 37th, and 38th aren't marked or controlled with pedestrian signals.	Neighbors who live nearby that frequently walk with families to nearby YMCA, businesses, restaurants, and transit.	West Seattle Junction	SDOT			
17-150	Crossing Improvements @ Alaska Junction	Lengthen timers on crosswalks to make it possible for an elderly/disabled person to cross	Alaska Junction AND 42nd & Alaska	Accessible Crosswalks	Elderly/disabled residents nearby	Alaska Junction	SDOT			
17-151	Traffic Calming along 36th Ave & Snoqualmie	- Addition of a 4-way stop at currently uncontrolled SW 36th & Snoqualmie (using signs with strobing red LEDs in them) - Clear pedestrian crossing markings in the street - Street bulb outs to help calm traffic and allow for better visibility by crossing pedestrians	Intersection of SW 36th & Snoqualmie	Vehicles often bypass busy SW 35th, Fauntleroy, and Avalon traffic by using SW 36th and Snoqualmie streets and driving too quickly on what is really a neighborhood street.	Families from nearby neighborhoods walk to/from gym, businesses, restaurants, and transit.	West Seattle	SDOT			
17-154	Install 4-way stop @ 37th & Genesee	Install 4-way stop	37th and Genesee	Need to install an all way stop at 37th and Genesee to protect drivers.	Drivers	Fairmount Park	SDOT			
17-155	Replant trees along 42nd Ave SW, between SW Genesee St and SW Edmunds St	Look for opportunities to replace missing trees, and add new ones where possible along the historic commercial area of the West Seattle Junction.	From Genesee south to Edmunds SW, along 42nd, California, and 44th Avenues. (9 blocks)	Some trees along California ave, and the streets to its east and west, have died or been removed due to development. Now they are just stumps. My idea is to replace these trees and potentially add some more.		West Seattle Junction	SDOT			
17-158	Install a traffic circle at intersection of 47th Ave SW and SW Dakota St	Install a traffic circle.	47th Ave SW and Dakota St.	It's not clear who has right-of-way and street parking impairs sight-lines.	Nearby residents. The Seattle Public School District's largest elementary school, Genesee Hill, is located a few block West on Dakota, so this intersection has increased traffic of cars going to and from the school along this street.	Genesee Hill	SDOT			
17-159	Traffic-calming & improved lighting near 50th Ave SW	Add street lights and speed bumps near high pedestrian areas.	50th Ave SW and Dakota	Not enough street lights in places where kids walk often. No speeding deterrents (i.e. speed bumps, traffic circles etc).	Kids watching to Genesee Hill Elementary and Madison middle school and anyone using the parks in the area.	Genesee Hill	SDOT			
18-119	Walkway Maintenance in Genesee	Make sure that walkways are trimmed in west Seattle neighborhoods (bushes, overhanging braches etc)	Glenn way, Genesee, Dakota, Stairway @ 49th Genesee	High Traffic Areas	A more pleasant walk	Genesee	SDOT			
18-181	Crossing Improvements on 42nd Ave SW and SW Edmunds	Blinking red stop light or newly painted stop lines/pedestrian crosswalk	42nd Ave SW and SW Edmunds	People run stop signs daily, poor visibility, reduced pedestrian safety. I use this intersection daily and have nearly been hit almost every day due to people being unaware that it's a 4-way stop. The painted stop lines are almost completely gone.	Drivers and pedestrians that utilize the busy intersection	Junction	SDOT			
18-182	Improvements at SW Alaska St and 35th Ave SW	Enhance safety of right-turn lane. Either prevent a right turn on red, or install a mirror for visibility down the hill.	The Eastbound right turn lane at the intersection of SW Alaska St and 35th Ave SW (turning from Alaska onto 35th to go up the hill)	When turning from Alaska onto 35th to go up the hill, it's impossible to see whether cars are coming up from the left.	Users of both streets	Fairmount Park	SDOT			

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18-183	Crossing Improvements in West Seattle Junction	Increase Civic Pride AND Increase Safety by Repainting the West Seattle Junction Crosswalks.	Crosswalks located at the iconic All Walk on California Ave SW and SW Alaska. Two mid-block crosswalks on the east and west side of the Junction on California Ave SW. Cross walks on California Ave SW and SW Oregon. Cross walks on California Ave SW and SW Edmunds St.	The cross walks have faded significantly in the past 10 years. They are dangerous at the mid-block crossing as cars don't see pedestrians waiting or beginning to cross. With brighter cross walks we would increase safety and provide a better walking experience.	Benefits the entire community and support local artists. The community would be involved in the artist selection process, this project would bring people together to make decisions about how the crosswalks would reflect the West Seattle community. This would increase safety as the cross walks are faded. This would bring a focus to West Seattle and increase community pride. The iconic West Seattle All Walk is a focal point of the community, by repainting the cross walks the sense of ownership would and the historical meaning with the All Walk now being between two buildings that were placed on historical status would only heighten the excitement. It's a win-win!	Junction	SDOT			
17-164	ADA improvements to intersection of California & 62nd Ave SW	Fix the sidewalks, repave the road on these two arterials (63rd Ave SW between SW Beach Drive and Alki Avenue and SW Admiral Way between 63rd Ave SW and California Ave SW). There should be DUI traps on the south side of SW Admiral Way (eastbound) somewhere between 63rd and 59th Ave SW on Friday and Saturday nights in the summertime, for people who speed up Admiral hill when leaving the Alki bars.	63rd Ave SW between SW Beach Drive and Alki Avenue and SW Admiral Way between 63rd Ave SW and California Ave SW	Most intersections on the south side of Admiral Way between California Ave SW and 62nd Ave SW are not ADA compliant (no curb cutouts). Sidewalks on SE corner of 62nd Ave SW and SW Admiral Way and between the alley and 63rd Ave SW on the south side of SW Admiral Way are horribly upheaved and make walking hazardous. SW Admiral Way west of California and 63rd Ave SW between SW Admiral Way and Alki Ave SW have many pot holes in the street, so many you could be reporting them all day. This is an inconvenience for cars but can be deadly for people biking. On weekends and sunny evenings, cars "peel out" when turning left onto SW Admiral Way from 63rd Avenue SW, making a horrible racket, speeding up the hill to leave Alki threatening people walking and biking and disturbing the peace of people living along these arterials.	People walking, biking and living along these arterials.	Alki	SDOT			

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17-167	More crossings along Admiral Way SW between 49th & 59th Ave SW		SW Admiral Way between 49th Ave. SW and 59th Ave. SW	SW Admiral Way is an arterial street with a 30 mph speed limit however due to being a steeply sloped roadway with few through-streets most cars travel well over the limit. SW Admiral Way has no pedestrian crosswalks between 49th Ave SW and 59th Ave SW - a stretch of 10 blocks. In that distance there are 3 bus stops on both sides of the street serviced by 3 bus routes (Routes 50, 56/57, and 775). These lack of safe crossings has become much more urgent due to the recent elimination of the middle turn lane to make space for the bike lane. The eliminated middle turn lane previously provided pedestrians a 'safe harbor' from the extra fast moving cars. Pedestrians are constantly experiencing near misses or difficulties crossing the arterial. With no marked crosswalks drivers do not feel compelled to yield to pedestrians attempting to make the crossing. Indeed most pedestrians that regularly cross Admiral Way have experienced near death experiences. Consider this... 47th Avenue SW and SW Admiral Way was well know to be a dangerous crossing	All users of the SW Admiral Way corridor	Alki	SDOT			
17-168	Improve entrance/exit to West Seattle High School	"Reposition Crosswalk"	California Ave SW in front of West Seattle Highschool	improve safety by slowing of traffic along roadway and providing better pedestrian access	pedestrians, motorists, residents	Admiral	SDOT			
17-172	Replace traffic signal with flashing beacon on Admiral and 47th St	Replace traffic signal with crosswalk light.	Admiral Way and 47th St.	Traffic light at Admiral Way and 47th St turns red even though there is no one crossing the intersection.	Admiral Way commuters and pedestrians.	Admiral	SDOT			
17-173	More crossings along Admiral Way SW between 39th Ave SW & Belvidere Ave SW	Marked crosswalks for Admiral Way	Belvidere and Admiral Way & 39th and Admiral Way	Cars speed on Admiral Way making it difficult for pedestrians to cross the four lanes and median when there are no traffic lights.	Pedestrians on both sides of Admiral Way that want to cross between the Admiral Way viewpoint and the Fairmont Ravine Bridge	Admiral	SDOT			

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17-174	Crossing Improvements on California Ave SW and SW College St	Improved street lighting. Raised crosswalks. Pedestrian activated signal. Curb bulbs or setbacks to discourage parking too close to the intersection that blocks visibility between pedestrians and cars. By providing visible cues for pedestrians to cross at this location, mid block crossings will be discouraged and cars will be more alert to people walking and biking in the area.	California Avenue SW and SW College Street	A safe and inviting pedestrian crossing is needed at California Avenue Southwest and Southwest College Street. On November 29th, 2016, very serious pedestrian injury occurred in the vicinity of this intersection. This collision between a car and a person was documented in the West Seattle Blog. Numerous comments on this blog article indicated that there is considerable anxiety for people trying to safely cross California Avenue Southwest at College Street. There are many destinations in this area including the West Seattle Public Library, child care, restaurants/bars, drugstore, grocery store, a fitness center and the Admiral Twin Movie Theater which can require people arriving from the west and north of the intersection to cross the main West Seattle north/south arterial on foot. Here is a link to the WSB article and comments about the collision: <a href="http://westseattleblog.com/2016/11/emergency-response-at-californiawalker/">http://westseattleblog.com/2016/11/emergency-response-at-californiawalker/</a>	Elderly, mobility challenged and people with children who need extra time to cross through traffic. Bicycles trying to cross the arterial at this location.	Admiral	SDOT			
17-176	Crossing improvements near Alki	Upgrade existing crosswalks to Raised crosswalks and/or flashing beacons	Alki Ave SW - from Duwamish Head to Bonair PI SW	Cars speeding, cars racing, distracted drivers, and cars not stopping for pedestrians in crosswalks	All pedestrians	Alki	SDOT			
18-122	Traffic Calming on 61st Avenue SW between SW Admiral Way and Beach Drive SW	traveling at increasing speed on three blocks of 61st Avenue SW. Background of project: This has been a problem for many years. Traffic circles were installed but have not had the effect of reducing vehicle speed. Drivers still see an unimpeded "straightaway" and increase their speed to significantly above 25 mph. Drivers more and more are short-cutting their route through 61st Avenue SW as opposed to using 63rd Avenue SW, the designated arterial. A few years ago, according to our neighbors, the possibility of installing speed bumps was raised but rejected because the Fire Department felt they were too much of an impediment for fire trucks. Then, in 2014, my neighbor, Ulrike Langer, worked with Stephen Padua of the Neighborhood Calming Project to develop a plan to address the problem. Unfortunately, Stephen Padua left and the plan was never completed. Since 2014, we have experienced even more traffic at increasing speed. We want to tackle the problem again. Here is our plan: install angle parking in alternate sections of the three blocks. The plan should have these results: Reduce the straight-a-way visibility on the three blocks of the street. Reduce the speed, as cars cannot pass each other with full speed on the narrowed street. Teach drivers that the short cut through 61st Avenue SW does not save time anymore. Reduce traffic and by that, reduce the danger to children and families living on the street, other pedestrians and parked cars. Reduce noise due to reduced traffic. Add 30% more parking space which would be a relief on summer weekends with beach activities such as Pirates' Landing and others. We have included diagrams for 2 proposals involving combined parallel parking and angle parking to address the problem.	On 61st Avenue SW between SW Admiral Way and Beach Drive SW. This is a total of three blocks.	There are increasing numbers of vehicles driving down the three blocks of 61st Avenue SW as designated above under "Location". These vehicles are frequently driving too fast, significantly more than 25 mph, specifically on 61st Avenue SW between SW Admiral and SW Spokane Street where drivers seen an unimpeded "straightaway" and increase their speed accordingly. Although there have been no traveling vehicle-to-vehicle collisions recorded recently, there have been cases of parked car damages and traffic circle crashes that have been "hit and run" during the day or night. We believe the majority of this increasing traffic comes from drivers short-cutting from Beach Drive SW to SW Admiral Way or from SW Admiral Way to Beach Drive SW. We would like to propose a plan to divert this short-cutting traffic to 63rd Ave SW, which is the designated arterial route. Our plan would also help to slow down the traffic that does come down 61st Avenue SW to the speed limit of 25 mph. We fear it is only a matter of time before someone is injured or killed given the increased amount of traffic traveling at an increasing rate of speed down 61st Avenue SW. We have more and more children living on the street. The increased traffic and the increasing speed brings danger to children, pedestrians and parked cars and is unpleasant noise for all.	The Project will primarily benefit the families living on both sides of 61st Avenue SW on the three blocks between SW Admiral Way and Beach Drive SW. There are 65 single-family houses on these three blocks. There are more and more families with young children living on the street and these children are at risk of potential injury or death. We also believe it will benefit any pedestrians walking along these three blocks. Especially in the spring, summer and early autumn, as we are close to the beach, there are many pedestrians along the street. Additionally, because of the increased numbers of vehicles and the speed at which they are traveling, anyone who has a car parked on the street will benefit.	Alki	SDOT			
18-123	Traffic Calming and Crossing Improvements at SW Stevens & 44th Ave SW	Traffic circle at SW Stevens & 44th Ave SW & curb cuts so wheelchairs do not need to use the street.	SW Stevens & 44th Ave SW	Slow traffic on SW Stevens and wheelchair curb cuts	Stevens & 44th is less than 2 blocks from Lafayette, Madison & West Seattle schools	North Admiral	SDOT			

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18-124	Sidewalk Repair on 47th Ave SW	Remove the cement sidewalk, and replace with gravel, at 2731 47th Ave SW	2731 47th Ave SW	At 2731 47th Ave SW the roots from two large cedar trees have damaged the sidewalk. The damage is significant, having lifted the sidewalk up to 18inches in one spot, 6-8inches along the whole section. Yes, it is significant.	Pedestrians	North Admiral	SDOT			
18-125	Traffic Configuration at SW Admiral Way & 45th SW	Return the left turn lane at SW Admiral Way & 45th Ave SW (repainting lanes)	SW Admiral Way & 45th SW	Safety on SW Admiral Way, rear end collisions & traffic stoppage on Admiral Way.	Left turns to 45th Ave by neighborhood, school buses, parents dropping off at Lafayette & Madison schools	North Admiral	SDOT	OK, SDOT can consider many options for addressing rear end collisions beside rechannelization.		
18-126	Street Repair on Bonair Dr SW	Repair hole on side of street across from 2037 Bonaire Dr SW	2037 Bonair Drive SW	Across from 2037 Bonaire Drive SW is a hole in the side of the street. Covered by rotted boards. Not sure if it is an access shaft, manhole, or sinkhole. There have been caution sawhorses over it for at least 3 years. They can be seen on Google at <a href="https://www.google.com/maps/@47.5855432,-122.3968687,3a,75y,85.26h,60.25t/data=!3m6!1e1!3m4!1shPsPcTRQ2qTX5mG2kjgHrw!2e0!7i13312!8i6656">https://www.google.com/maps/@47.5855432,-122.3968687,3a,75y,85.26h,60.25t/data=!3m6!1e1!3m4!1shPsPcTRQ2qTX5mG2kjgHrw!2e0!7i13312!8i6656</a>	Pedestrians	Alki	SDOT	Need to confirm if this is a SPU project.		
18-188	Crossing Improvements on 45th Ave SW and SW Hinds St	Install speed humps along 45th Ave SW near Madison Middle School and north.	45th Ave SW and SW Hinds St	To slow down traffic on 45th Ave SW. People drive very fast down this road, especially during non-school hours since the road is so wide and not many cars park here. The addition on the stop sign at 45th & Spokane helps, but more speed deterrents are necessary.	All pedestrians that cross 45th Ave SW	Admiral Junction	SDOT			
18-189	Traffic Calming at 45th Ave SW and SW Stevens St	Install traffic circle at intersection of 45th Ave SW and SW Stevens St.	The intersection of 45th Ave SW and SW Stevens St	The intersection is quite awkward as Stevens St dog-legs through 45th. It makes crossing this street as a pedestrian rather dangerous as people tend to be traveling at higher speeds in their vehicles and the pedestrian crossing is longer than usual.	Pedestrians	North Admiral	SDOT			
18-190	Improvements at SW Admiral Way and 46th SW/45th SW	Pavement stripping and signage to indicate "do not block intersection".	For westbound traffic at the intersections of SW Admiral Way and 46th SW, 45th SW, and 45th SW.	There is a new traffic light installed at the intersection of SW Admiral Way and 47th SW. This backs up traffic on westbound Admiral at every red light cycle. It is particularly backed up during rush hour, oftentimes for three full blocks. Vehicles are constantly blocking the intersections stated above, creating a hazardous situation for cross-traffic. This cross traffic includes neighbors, service vehicles, and emergency vehicles. It also creates an unsafe crossing for pedestrians and schoolchildren. There are numerous fender-bender accidents at these intersections too.	Emergency vehicles, service vehicles, pedestrians, and schoolchildren. As well as the drivers on Admiral who are subject to accidents.	North Admiral	SDOT			
18-194	Walkway Improvements on Alki Ave SW	Fix failing sidewalk (which can't be seen due to light pole-shadow)	Between 1368 & 1364 or 62 Alki Ave SW	All the rain has caused sections of the sidewalk to in parts behiger, some lower. This fix would prevent injuries.	All but especially older people walking.	Alki	SDOT			

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18-1009	Trash Receptacles at Weather Watch Park	A trash can (and recycling bin) could be added to the Weather Watch Park in West Seattle to provide a place for beach patrons and beach cleaners to dispose of waste. This would allow common items like glass, plastic and aluminum containers to be recycled, while items like rope, fishing line, plastics, and other harmful garbage could be removed from the beach and disposed of properly.	A very useful place for a trash and recycling bin would be at Weather Watch Park in West Seattle. This park is located at 4035 Beach Dr SW, Seattle, WA 98116. This park is small, but heavily frequented and is located across the street from La Rustica restaurant along Beach Ave.	There is a constant influx of trash and debris collecting along our beaches. People who pick up trash along the beach have few options when it comes to disposing of it without nearby public trash receptacles. Adding a Seattle City waste bin would be a very fast, cost-efficient, and effective way to reduce the amount of trash discarded on the beaches. Furthermore, it will provide a place to discard the rubbish collected by those who pick up litter but are unable to haul it to the nearest public waste bin.	This project would benefit all the animals of Seattle- human and non-human. Cleaning up beaches reduces the risk of contaminating, injuring, or killing wildlife and habitat in the water and along our coasts. Ropes, plastics, and other hazards are a daily pollutant. Not only would this small change help the environment, but it would also keep our beaches beautiful.	West Seattle	SPR			
18-1011	Signage at Constellation Park	increased and improved signage regarding dogs and beaches at Constellation Park & Alki Beach	Constellation Park, south side of Alki Point, Alki Beach, including the promenade south of the bath house as well as along the sand beach itself	Currently no dogs, leashed or unleashed, are allowed on Seattle public beaches. This rule often is ignored, though I think often because current signage is inadequate (poorly placed, too few, and unclear, with no explanation of why dogs aren't allowed)	Citizens who use our lovely beach parks and expect clean, relaxing surroundings; wildlife, especially migratory water and shore birds	Alki	SPR			
18-1012	Signage at Schmitz Park	Added signage at all Schmitz Park entrances that dogs must be on leash	Schmitz Park	I am in Schmitz Park nearly every day as part of my walking route. Nearly every day I see dogs off leash. And the owners far from their dogs. There is very little, if any signage to leash laws. And only once in 4 years did I see an enforcement officer ticketing negligent dog owners. Many years ago I was bitten by a large dog and required stitches. Now we have a 5 year old. When I see off leash dogs I am nervous for both my son's and my safety.	Schmitz Park visitors	Alki	SPR			
18-1015	Signage at Alki Playground	Added signage on Alki Playground that dogs are not permitted on the grass & Fencing off park of Alki Playground as a dog friendly, off leash area	Alki Playground	The Alki Playground is also along my daily route. And every day I see dog owners exercising their dogs in the field. Off leash. There are a few signs that no dogs are allowed on the grass, but they are ignored by the dog owners. There is an elementary school at one end of the field, and playgrounds at each end. It is heavily used for soccer practice and summer camps too. It disgusts me that a dog bathroom is a place where children play. If our son plays on the field, we make sure to hose off his shoes and ball when we get home.	Alki Playground visitors	Alki	SPR	not feasible to off leash area- reviewing existing policy signage can advance		