

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE:	
									Need at Location	Community Benefit
17-362	Improve intersection of Summit Ave and Spring St	Install two more stop signs at the intersection for safety improvements. This will decrease confusion at the intersection.	Summit Avenue and Spring Street	The intersection of Summit Avenue and Spring Street is confusing for pedestrians and drivers alike. Currently, drivers have a two-way stop on Spring Street. Many drivers treat the intersection as a four-way stop intersection.	Pedestrians and drivers.	First Hill	SDOT			
17-365	Paint crosswalks at 12th and Madison	Paint crosswalks at 12th and Madison	12th Avenue & Madison	Intersection with more than two streets (12th Ave, Madison, Union) and a special bike crossing across Union. Madison - it would be beneficial to have a clear visual of where pedestrian are crossing the street.	This project benefits pedestrians, cyclists and drivers. As a busy intersection that is often crossed by folks from outside the neighborhood. This project will help keep everyone safer.	Capitol Hill	SDOT			
17-366	Crosswalk between 12th and Broadway on Union	Crosswalk between 12th and Broadway on Union, please!	E Union and 10th or 11th Ave	Union between Broadway and 12th Ave has added lots of new housing and businesses. Now that there is so much pedestrian activity, Union should include a crosswalk between Broadway and 12th.	Residents, businesses, and visitors to the area.	Capitol Hill	SDOT			
17-368	Install an All-Walk signal @ Pike & Broadway	Install an All-Walk signal @ Pike & Broadway	Pike & Broadway	Need better crossing @ Pike & Broadway	Pedestrians	Capitol Hill	SDOT			
17-369	Improve crossing at E. Pine & Melrose		Pine & Melrose	There are few places to sit and we could use more decent walking paths. Traffic around the intersection of Pine and Melrose is very dangerous- I've almost been hit by cars crossing the street several times.	Pedestrians	Capitol Hill	SDOT			
17-371	Paint a crosswalk at 19th Ave and Pine St	Paint a crosswalk at 19th Ave and Pine St	19th Ave and Pine St	There is no crosswalk painted at 19th Ave and Pine St. It is a frequent crossing for pedestrians including preschool and school age children attending schools at the HSDC on 19th ave and Madison Ave	Pedestrians, school children attending schools at HSDC, visitors to local businesses and services near 19th Ave and Pine St	Capitol Hill	SDOT			
17-373	All-way crossings @ Olive Way & Bellevue Way	Make diagonal crossing	1. Olive Way & Bellevue Ave, 2. Broadway & E. Pine St, 3. Broadway & John	Always busy and semi-dangerous to cross the street	Pedestrians and drivers	Capitol Hill	SDOT			
17-375	Traffic-calming on 15th, between Pine & Denny	The addition of curb bulbs would solve both problems identified above. Curb bulbs naturally prevent parking close the crosswalks, and place pedestrians closer to the travel way, making it easier for them to be seen and to see oncoming traffic. Curb bulbs also make the road feel narrower, adding traffic calming to the street.	15th Ave and E Olive Street, 15th Ave and E Howell St	Cars speed on 15th Ave between Pine and Denny, making it difficult to cross the street at Olive and Howell (not signalized). Also, parking on the street makes it difficult for vehicles turning into the street, and pedestrians crossing the street, to see oncoming traffic and decide when it is safe to enter the street.	People walking in the neighborhood, especially between destinations west (Link Light Rail station), and east (7 Hills Park, Trader Joes, Central Co-op)	Capitol Hill	SDOT			
17-378	Crossing improvements along 15th Ave	I would like to see marked crosswalks at Olive and Howell where they cross 15th.	Olive and Howell intersections with 15th ave	Recent growth has turned 15th ave between John and E. Pine into a high speed corridor. There are no lights or stop signs between John and E.Pine and drivers often pick up quite a bit of speed in that stretch. Located in that stretch are two pre-k facilities and a school zone that no one pays attention to. Drivers often do not stop for pedestrians in unmarked crosswalks.	Increased pedestrian safety	Capitol Hill	SDOT			

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17-379	Ped improvements to Belmont and Summit Aves, near Olive Way	In 2016, over 50 people came to a parking day installation on Summit Ave to reimagine the street. The community members that stopped to talk expressed great enthusiasm for the greening and placemaking ideas presented. Capitol Hill Housing, through its Capitol Hill EcoDistrict Initiative is assessing the feasibility of these ideas in 2017. The EcoDistrict would like to work with a Your Voice Your Choice team to develop and implement a proof of concept project that would build momentum for a larger-scale effort to improve the social and physical environment in this neighborhood through either a depaving project or a green street designation. The street width and the prevalence of supportive property owners provide opportunities for narrowing the street on one or both sides to allow depavement, incorporation of green planting strips, and tree canopy. Other community priorities that could be achieved as proof of concept include sidewalk widening, sidewalk repair, curb ramp installation, painted curb bulb/sidewalks, rain garden or bioswale installation, or the creation of a small pavement park that provide social and environmental benefits.	Belmont and Summit Avenues between E Howell Street and E Olive Street	Summit Avenue and Belmont Avenue, between E Denny Way and Pine Street, are two neglected corridors in the residential southwest section of the Capitol Hill EcoDistrict, just north of Pine Street and a few blocks east of the interstate. Both of these streets are very wide, with an overabundance of pavement, narrow sidewalks and a noticeable lack of tree canopy and green space. The former route of an historic electric trolley line, Summit is a wide street with parallel parking and narrow sidewalks. Belmont is even wider, with enough room to accommodate angled parking. Automobiles dominate these wide streets where few people own cars and residents want a higher and better use of the space. Due to the lack of greenery and permeable surface in the Summit-Belmont corridor, very little stormwater is infiltrated in this three block area.	Many of Capitol Hill's most vulnerable residents call this area home. In this three square block area, there are five apartments operated by Pioneer Human Services, which provide transitional and permanent housing to people released from prison or jail and those in recovery from addiction. Capitol Hill Housing and Bellwether Housing each have apartment buildings in this area, affordable to individuals and families earning less than 60% of the area median income. According to the 2010-2014 American Community Survey, people living in this part of Capitol Hill have the highest use rate of food stamps and some of the lowest incomes in the neighborhood. 21% of the people living in this area are living in poverty with an average median household income of just \$35,965. The distribution of green space throughout Capitol Hill reflects the distribution of wealth. The wealthier areas of the EcoDistrict have significantly more tree cover and greater access to neighborhood parks. This area has less tree canopy coverage than anywhere else in the EcoDistrict, according to a 2007 study by the City of Seattle, and residents who live in this area live more than 1/8 mile walk from the closest park. A 2015 study in the journal 'Nature' found that people who live in neighborhoods with a higher density of trees on their streets report significantly higher health perception and significantly less cardio-metabolic conditions controlling for socio-economic and demographic factors. Having 10 more trees in a city block, on average, improves health	Capitol Hill	SDOT			
17-383	Add curb bulbs at Olive Way and Summit/Belmont Ave	Curb extensions at Summit Avenue E, Belmont Ave E would reduce the conflict zone for pedestrians and drivers. A way for Metro buses to turn at Summit Avenue without waiting for a break in traffic would also improve traffic on Olive Way.	Olive Way and Summit Ave/Belmont Ave.	Vehicles turning too fast off Olive Way onto the side streets.	People crossing the street in Capitol Hill's densest neighborhood.	Capitol Hill	SDOT			
18-313	Sidewalk Repair on Summit	Sidewalk Repair on Summit in between Madison & Spring	Summit in between Madison & Spring	Large tree roots have caused large bumps in the sidewalk, causing a falling hazard for pedestrians.	Pedestrians	First Hill	SDOT			
18-314	Pedestrian Improvements at Boren & Seneca St.	Add left turn arrow signal on Boren at Seneca. Lane for left turn already there but no signal. Also needs pedestrian signals set to allow for turns.	Boren & Seneca St.	So pedestrians can cross street safely.	Drivers can turn onto Seneca safely and pedestrians can cross with pedestrian green walk signal safety.	First Hill	SDOT			
18-315	Crossing Improvements at 10th & Madison	Crosswalk at 10th & Madison	10th & Madison	Many people cross here with no crosswalk	Pedestrians	First Hill	SDOT			

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18-339	Crossing Improvements at E Olive Way and Harvard Ave E	Island Diverter and Crosswalk at E Olive Way and Harvard Ave E. This is an awful intersection to cross as a pedestrian. This project would put in island crosswalks like the one at Boylston and Olive Way. But an additional problem at Olive Way and Harvard cars on Harvard trying to make left turns or go straight, both of which are prohibited since it is a right turn only street. I therefore propose that the protected island crosswalks also serve as a diverter so that cars do not make illegal turns which make pedestrians crossing here less safe, but would also make driving here safer.	Intersection of E Olive Way and Harvard Ave E	To protect pedestrians crossing the street throughout the day, Prevent illegal turns, calm traffic and improve traffic safety.	Anyone who walking in Capitol Hill. This intersection is frequently crossed, but people often end up running across the street because car traffic is too fast since the lanes are wide at this intersection as there is no middle lane and no parking at this immediate intersection.	Capitol Hill	SDOT			
18-368	Crossing Improvements on Seneca St at Minor Ave	Improve crossing of Seneca St at Minor Ave in First Hill.	Intersection of Seneca St and Minor Ave in First Hill.	Many pedestrians cross here and have to avoid fast moving traffic along Seneca.	Senior citizens, dog walkers, hospital visitors, cyclist commuters, etc. Anyone trying to cross this dangerous intersection.	First Hill	SDOT			
18-370	Crossing Improvements at Seneca St and Boylston Ave	Install crosswalk and yellow pedestrian signs at intersection of Seneca & Boylston	Seneca St and Boylston Ave	Several new/under construction high density buildings are significantly increasing pedestrian traffic in this part of First Hill. There is also a westbound bus stop at this intersection. It is difficult for the increasing numbers of pedestrians in the neighborhood to cross Seneca (a busy arterial street) and visibility is obstructed by parked cars. There is also not a crosswalk at either of the adjacent corners (Minor and the west side of Harvard)	This project benefits users of Metro Route 2 as well as numerous people with disabilities who frequent Therapeutic Health Services one block away. It also benefits several hundred residents in the new Luma building who cross Seneca St to walk to the Pike/Pine Corridor or take the eastbound 2 bus.	First Hill	SDOT			
18-375	Crossing Improvements on E Union St & E Madison St	Flashing Beacons	The crosswalk at E Union St & E Madison St, on the south-east side of Madison	Drivers do not see pedestrians crossing here despite large signs, when turning right onto Union from Madison. It's a treacherous crossing requiring the pedestrian to look behind them and leap out of the way if need be.	pedestrians & bicyclists	Capitol Hill	SDOT			
18-377	Crossing Improvements at 13th Ave and E Pike Street	Add pedestrian crossing improvement at 13th Ave and E Pike to help people cross Pike Street. A pedestrian refuge island on one of the legs (left turns onto 13th are likely very low) or curb extensions would help shorten crossings and narrow the motor vehicle lanes, which will slow vehicles. Slower vehicles have a higher rate of yielding. In the winter months, poor lighting at this location leads to very poor yielding by motorists.	13th Ave and E Pike Street	Motorists often fail to yield to pedestrians waiting to cross E Pike Street.	Everyone walking around Pike/Pine	Capitol Hill	SDOT			
18-379	Crossing & Lighting Improvements on Harvard Ave E between Pike & Pine	Imporve crosswalk and lighting between Seattle Central College and QFC on Capitol Hill	Harvard Ave E between Pike & Pine	Crosswalk at Harvard and Pine is the only one in the neighborhood where you most push button to get light to change. Why??? Also, on Harvard between Pike and Pine is so dark at night and there are many people hanging around- please improve lights. It is scary at night.	Seattle Central students, QFCm and other businesses, all neighbors.	Capitol Hill	SDOT			

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18-382	Improvements on E Olive Way between Melrose Avenue and Bellevue Avenue	Convert a part-time parking lane/load zone in full-time use, using either durable concrete curb extensions or temporary paint-and-post curb extensions.	South side of E Olive Way between Melrose Avenue and Bellevue Avenue.	The parking lane is not necessary for use as a travel lane due to limited traffic volumes eastbound on E Olive Way. When parked vehicles are not present, it appears as one very wide travel lane making for unpredictable and dangerous vehicle movements. Making this area a permanent parking lane/loading zone would provide traffic calming, predictability for drivers and pedestrians, and improve predictability for local businesses to get deliveries.	Businesses directly adjacent to the load zone, local residents, local people walking in the area, and drivers who will have a better understanding of the required vehicle movements.	Capitol Hill	SDOT			
18-383	Crossing Improvements on East Olive Way and East Olive Place	Improving long street crossing for Pedestrians	East Olive Way and East Olive Place	This is an awkward intersection between Bellevue Ave and Minor along Olive Way. It is angled and a long crossing for pedestrians with zero crosswalk markings. Many cars turn left onto Olive Place from Olive way after exiting I5. Many other cars zoom onto this street from westbound Olive Way. This creates a dangerously long unmarked crossing across a busy intersection for pedestrians. This is also a busy route for walking commutes to downtown.	Pedestrians walking to/from Capitol Hill and Downtown	Capitol Hill	SDOT			
18-385	Crossing Improvements on East Howell St and Harvard Ave	Pedestrian crossing improvements across Harvard Ave behind SCC, specifically adding crosswalks and speed bumps	East Howell St and Harvard Ave behind Seattle Central	Many cars speed down Harvard as a faster alternative to Broadway. This is a fairly heavily used crossing point both for Students and light rail commuters. I've personally had a few close calls at this intersection from drivers refusing to stop for pedestrians	SCCC Students, light rail commuters, area residents	Capitol Hill	SDOT			
18-386	Improvements near Capitol Hill Light Rail Station	Create a specific passenger drop-off/pick-up zone for the Capitol Hill Station	Capitol Hill Light Rail Station - along 10th Ave E or Denny Way ideally	Taxis, Ubers, Lyfts, and others drop people off at the light rail station, frequently along Broadway or John, which are both much more heavily trafficked streets, sometimes blocking busses from accessing or arriving at stops. A clearly identified pick up location with signage for drivers on the street and for passengers within the station would decrease the impact of this process on the movement of other vehicles in the area.	Bus drivers, bus riders, train riders, people driving vehicles in the area	Capitol Hill	SDOT			
18-387	Crossing Improvements on E Olive Way and Boylston Ave E	Add flashing beacons to the existing marked crosswalk on E Olive Way and Boylston Ave E	E Olive Way and Boylston Ave E	As E Olive Way is a main arterial for Capitol Hill, this area has a high volume of traffic from both motorists and pedestrians. During the commute this area is highly congested which can be hazardous; not knowing if a car will stop, or not knowing if someone intends to cross. In the Fall and Winter it is dark during the highest traffic times, increasing the risk of someone not being seen.	This project would benefit both pedestrians and motorists, as it will increase visibility and safety, especially during commuting hours in the dark winter months. Seattleites like to wear black, and motorist would be more at ease knowing they need to stop because a pedestrian is in the crosswalk that they might not have seen.	Capitol Hill	SDOT			
17-389	Improved crossing on John St	Raised crosswalk	10th Ave E and E John St	Unsafe to cross my busy street near light rail	Residents of this neighborhood, light rail commuters, local businesses.	Capitol Hill	SDOT			
17-390	Improved crossing on John St	I suggest a crosswalk treatment (eg RRFB) on John either at 13th or 14th (topography is a challenge, so I'm not sure which would be the ideal location.)	E John St between 12th and 15th on Capitol Hill	There is no safe crossing on John St between 12th and 15th. People make this crossing all the time, and cars go really fast because of the hill, making it scary to cross the street. People walking to the Safeway, Volunteer Park, or other locations north of John St never go to the crossings on 12th and 15th - it's too far out of the way.	Capitol Hill residents, retail employees, visitors	Capitol Hill	SDOT			

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17-391	Traffic calming on 12th Ave, from Aloha to John St	Traffic calming - more bulbs at start (near Aloha St) and one in middle. More crosswalks,	12th Avenue from Aloha to John Street	Cars speeding in a residential zone along 12th Ave arterial in the residential area bordered by Aloha Street at the north and John street at the south. In the 1.5 years I lived at 12th and Harrison, I got to watch at least 5 accidents involving vehicle-on-vehicle collisions, 2 involving motorcycles/scooters, and one involving a school bus. This is a heavily used pedestrian area that is a connector to Volunteer Park. I understand that it is an arterial, but there is no need for cars to go 30-35 mph in a purely residential area, where there is no commercial. These cars should be going much slower.	Residents and visitors	Capitol Hill	SDOT			
17-396	Improve intersection of 10th Ave E & E. Thomas	A center island/traffic circle or curb bulbs that narrow the intersection and increase visibility.	E Thomas St & 10th Ave E	The intersection of E Thomas St & 10th Ave E is an offset intersection that is very wide for two residential streets. There is poor visibility, and people tend to drive through quickly without yielding to people trying to walk across.	People trying to cross the street to get to the nearby light rail station and area businesses.	Capitol Hill	SDOT			
17-398	Improve intersection of 11th Ave E & E. Thomas	A center island/traffic circle or curb bulbs that narrow the intersection and increase visibility.	E Thomas St & 11th Ave E	The intersection of E Thomas St & 11th Ave E is an offset intersection that is very wide for two residential streets. There is poor visibility, and people tend to drive through quickly without yielding to people trying to walk across.	People trying to cross the street to get to the nearby light rail station and area businesses.	Capitol Hill	SDOT			
17-404	Crossing improvement at 13th Ave E & E Republican	1) Paint YIELD on street in large reflective paint Or 2) change the yield requirement to the to the perpendicular street which is not on hill direction.	13th Ave E and E Republican St	Yield signs are not visible at neighborhood intersection. Vehicles coming up the hill do not see sign beyond crest of hill. Vehicles coming down the hill are usually going too fast too see in time to yield. Signs also not visible at night. Ive lived at the intersection for 9 years and there are too many vehicle accidents or close calls (vehicles and pedestrians).	Pedestrians safer; reduced or no vehicle accidents	Capitol Hill	SDOT			
17-407	Signage improvements at East Roy Street and Belmont Ave East	A simple yield sign for those facing Westward on Roy would make such a huge difference at this high-speed intersection. Thank you!	East Roy Street and Belmont Ave East	I think the most dangerous intersection in Capitol Hill is at the corner of E Roy St. and Belmont Ave E. The arterial is Roy turning right and becoming Belmont, but there is not signage indicating that someone driving straight down Roy toward Summit (and crossing the Belmont arterial) should slow or check for oncoming traffic. For cars driving up Belmont and turning to follow the arterial to Roy, there is no signage indicating right of way.	Drivers, flow of traffic	Capitol Hill	SDOT			
18-341	Crossing Improvements at 12th and Republican	Adding a Crosswalk on 12th and Republican	On the north side of Republican St at the intersection of 12th Ave. There potentially be two crosswalks on either side of Republican, but the North side seems to be used more.	I live right at the corner of 12th and Republican. EVERY day I see pedestrians having to wait for cars zooming past them to cross the street. Sometimes this can take considerable time if there are a lot of cars. Other times I see cars stop and let the pedestrians cross, causing confusion for the cars behind it. The bottom line is that this is a heavily used intersection by pedestrians, and it needs to be more pedestrian friendly.	If I were to guess, I'd say several hundred pedestrians cross this street on any given day. It will benefit the pedestrians of Capitol Hill, as well as improve the safety along 12th Ave by slowing down cars.	Capitol Hill	SDOT			

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18-342	Crossing Improvements at E Aloha St & 10th Ave E	Curb Bulbs at Aloha & 10th to improve pedestrian safety at a busy intersection in North Capitol Hill that links Volunteer Park with the Capitol Hill Station and the Broadway and Pike/Pine business corridors. The street design encourages high-speed turns. People driving sometimes do not see that a pedestrian is about to legally enter the street.	E Aloha St & 10th Ave E	A curb bulb would change the road design so that people driving are more likely to see people walking. People driving usually pay attention to traffic on 10th heading north and may not see pedestrians crossing Aloha heading south. Some people driving take fast, aggressive right turns from Aloha on to 10th Ave E heading north, often with a "rolling stop" rather than a complete one. The wide radius of the turn is designed so that people driving cars move faster than is ideal at an intersection with pedestrian interaction. The Aloha & 10th intersection is the only signalized intersection in this immediate area of North Capitol Hill. Development has occurred on North Capitol Hill so there are more people using this infrastructure than in the past. This intersection serves people walking to Volunteer Park, the Capitol Hill Station, and the Broadway and Pike/Pine business corridors.	Pedestrians who cross this busy intersection on the way to Capitol Hill Station, Volunteer Park, Cal Anderson Park, Broadway businesses, or Pike/Pine businesses. People who drive who want the road design to reflect it use.	Capitol Hill	SDOT			
18-388	Traffic Calming on East John St between 11th & 14th Ave E	E John traffic calming between 11th & 14th Ave E	East John St between 11th & 14th Ave E	John has only 1 stop sign or light between Broadway & 15th (and none between 12th & 15th). Average speed is much higher than parallel streets, including arterials like Aloha and Pine. Far more foot traffic than N/S arterial (12th). Slope plus parking make visibility of pedestrians less than ideal.	Pedestrians, Capitol Hill light rail users commuting to/from station, visitors to Cal Anderson & 15th Ave retail	Capitol Hill	SDOT			
18-390	Sidewalk Repair on 15th Ave E. between Harrison and Thomas	Level the sidewalk on 15th Ave E. between Harrison and Thomas so it doesn't flood every time it rains!	On 15th Ave E. between Harrison and Thomas, in front of the Olive Tree restaurant.	A giant, sidewalk-width puddle forms here every time it rains, making it difficult to navigate the sidewalk without getting your socks wet.	All pedestrians visiting shops and restaurants on 15th Ave. E.	Capitol Hill	SDOT			
18-391	Crossing Improvements on 15th and Harrison	Improve crosswalk safety, add raised crosswalk and lights for better visibility of pedestrians.	15th and Harrison crosswalk	Unsafe speeds and arterial traffic that refuses to stop for pedestrians in crosswalk.	residents and visitors	Capitol Hill	SDOT			

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18-397	Traffic Calming and Crossing Improvements on Bellevue Avenue E between Denny Way and E Roy Street	The Summit area of Capitol Hill is the single densest census block in Seattle and is home to many middle-low income households who don't have cars. Because of this, access to the local parks, small businesses, and transit stops occurs on foot. Bellevue Avenue E is the only arterial in the neighborhood and is difficult for pedestrians to cross because people driving often speed and because drivers cannot see pedestrians waiting at crosswalks, where people park their cars up to the corner. It is also difficult for cars turning off side streets to see, and I've witnessed multiple T-bone crashes on the street because of this. Curb bulbs - even just paint, posts, and planters - would help reinforce the existence of unmarked crosswalks, prevent parked cars from blocking views, and make people walking and driving more visible to each other at intersections. This includes full curb bulbs at each corner of the intersections, wrapping around to the side streets. Paint, posts, and planters are simple and cheap materials that would make lasting impacts on the neighborhood's sense of safety and livability.	Bellevue Avenue E between Denny Way and E Roy Street (total of 8 intersections). If funds are limited, prioritize the intersections near business, bus stops, and parks: E Thomas Street, E Republican Street, and E Roy Street.	Reduce traffic speeds, improve pedestrian visibility and safety, eliminate illegal or sight-blocking parking	Everyone who lives, works, and visits the neighborhood. Pedestrians, drivers, bicyclists, and transit users.	Capitol Hill	SDOT			
18-398	Improvements at East Roy St and Belmont Avenue East	Crosswalk and modified traffic plan at intersection in growing part of Seattle	East Roy St and Belmont Avenue East	Complicated and confusing intersection coupled with strong growth of car and pedestrian traffic in neighborhood owing to increased number of higher density housing	Pedestrians and drivers by creating a safer and less-confusing intersection experience	Capitol Hill	SDOT			
18-399	Street Maintenance on 10th Avenue E	Street Maintenance - 10th Avenue	10th Avenue East starting from Roy going north	10th Avenue is degrading. Multiple potholes worn down sections need to be filled and smoothed over, especially with the increase in traffic over the last couple of years. Biking along this stretch is very difficult as well.	Drivers and cyclist that use 10th Avenue East	Capitol Hill	SDOT			

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18-747	Improve Cheshiahud Lake Union Loop	Make a better connection in Cheshiahud Lake Union Loop at this spot ( <a href="https://www.google.com/maps/@47.6262181,-122.3354819,3a,75y,295.37h,96.28t/data=!3m6!1e1!3m4!1sD89indxFdLNE55wRIHVp8w!2e0!7i13312!8i6656">https://www.google.com/maps/@47.6262181,-122.3354819,3a,75y,295.37h,96.28t/data=!3m6!1e1!3m4!1sD89indxFdLNE55wRIHVp8w!2e0!7i13312!8i6656</a> ). Many bicycles and pedestrians use this route because it's shorter and safer(?) than the alternatives. Perhaps add a trail on the north side of the trolley tracks (and shut down transit through this spot), or make official the extension of a sidewalk in the SLU park into the Daniel's Broiler parking area and allow transit to continue here but more safely..	between SLU Park and Daniel's Broiler parking ( <a href="https://www.google.com/maps/place/47%C2%B037'34.7%22N+122%C2%B020'08.6%22W/@47.626309,-122.3362762,160m/data=!3m2!1e3!4b1!4m6!3m5!1s0x0:0x0!7e2!8m2!3d47.6263085!4d-122.3357295">https://www.google.com/maps/place/47%C2%B037'34.7%22N+122%C2%B020'08.6%22W/@47.626309,-122.3362762,160m/data=!3m2!1e3!4b1!4m6!3m5!1s0x0:0x0!7e2!8m2!3d47.6263085!4d-122.3357295</a> )	Many pedestrians and bicycles using this part of the loop cross the interface between the SLU park and Daniel's Broiler parking. There is no physical trail here, you ride or walk in the dirt, then around the parking stops (which seem to be moved frequently, perhaps to discourage transit through this area) and/or cars. Both of the two 'official' loop options (one closer to the water, the other on the south side of the trolley tracks) are longer.	Bicyclists and pedestrians who do not wish to detour (twice) across the trolley tracks.	South Lake Union	SDOT			
18-801	Improvements on Valley St at Fairview	Add a free right turn lane on Valley St facing east at Fairview for cars going north, on Fairview, so as to stop them waiting for I-5 traffic trying to get into left lane on Fairview.	South Lake Union, eastbound on Valley St at Fairview	Traffic backs up west of intersection all the way to Westlake because of cars waiting to enter left lane on Fairview are blocking people who want to go north on Fairview.	All people going north on Fairview who have no reason to be impacted by freeway (I-5) traffic. It is almost impossible to commute from Queen Anne to Cap Hill or vice versa.	South Lake Union	SDOT			
18-803	Crossing Improvements at Aloha and 11th	Add flashing light beacons at the intersection of Aloha and 11th	Aloha and 11th	11th is a highly trafficked route for people walking and running on Capitol Hill as it provides easy access to Volunteer Park. 11th crosses Aloha two blocks east of a light, and a block west of a stop sign, drivers are frequently increasing their speed as they hit that intersection, and don't seem to do a good job of watching for people walking or running. I have seen many near collisions caused by drivers not stopping for people walking.	People walking and running in the neighborhood, students and parents associated with Lowell Elementary, would support Vision Zero efforts	Capitol Hill	SDOT			
18-805	Crossing Improvements on E Aloha St and 14th Ave E	Install flashing beacons to assist pedestrians crossing a major section of E Aloha St. to get to Volunteer Park.	E Aloha St and 14th Ave E in Capitol Hill	This is a major crossing location, as it connects directly to the main entrance of Volunteer Park--hundreds of pedestrians, from bikers, to joggers, to those taking a walk, cross the street here in order to get to the park and dodge cars along their way across Aloha. Signs even line the street that neighbors have installed, encouraging motorists to stop for those crossing. That being said, this crossing is located on a hill, making a typical crosswalk unusable. Flashing beacons installed where those coming up and down the hill in cars can see them would allow them to stop in a timely fashion to allow pedestrians to cross safely.	Pedestrians overall, but more specifically, anyone who uses Volunteer Park.	Capitol Hill	SDOT			



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18-806	Improvements on Lakeview Blvd E	Add a bicycle lane on the 'decending' section Lakeview Blvd E where it meets Eastlake Ave E. During the morning commute time, traffic often backs up on Lakeview Blvd from the lights at Eastlake. Bicycles currently pass traffic on the right but there is no painted bike lane and the space is tight. With a bike-lane, bicycles could more safely pass traffic on the right.	Lakeview Blvd E from Intersection with Belmont Ave E to intersection with Eastlake Ave E	To allow safer passage of bicycles through clogged traffic. To keep bicycles out of the main traffic lane, which slows the movement of cars during the relatively short green light.	Bicyclists would be able to move more freely through clogged traffic. Motorists would be able to move more quickly through the light than if following bicycles in the same lane. Motorists would know how much space to leave to ensure that bicycles can pass.	Capitol Hill	SDOT			
18-808	Crossing Improvements on Prospect & 10th	Crosswalk or Curb Bulbs Sidewalk extensions used to shorten crossing distance, provide access to bus line, and prevent the terrifying danger of crossing the street from the popular bus stop on Prospect and 10th on Capitol Hill.	Prospect & 10th	Every day, I watch as handfull after handfull of people get off the bus and nearly cause 10 car pile ups trying desperately to cross the street at this un-assisted cross walk. Its so stressful and dangerous, and it only gets worse during traffic or evening. Its only a matter of time before something very bad happens...	The entire Capitol Hill community, the scores of people who use the 49 bus line, and everyone within view.	Capitol Hill	SDOT			