

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
17-621	Repair sidewalk along 8th Ave NW	Parts of sidewalk on the west side of 8th Ave NW between 47th and 50th street are in a very bad condition. Coupled with overgrown trees at places and lack of lighting makes it for a miserable walking experience. There's not a single regulated pedestrian crossing on 8th Ave NW between Leary way and NW Market st.	8th Ave NW & 47th St	Streets are scary to cross, crossings are few, sidewalks are in poor shape	All people walking in Ballard	SDOT			
17-622	Crossing Improvements on Leary & 15th	Prohibited signs for cars to turn right on red, allow longer crossing times, coordinate single crossing to clear the divided intersection.	NW Leary, under 15th Ave NW, Ballard	It is difficult to travel east-west along Leary and walk under 15th Ave. The crossings are not timed and are too short. The choice is to either sprint across both crossings or use two very long cycles.	Every pedestrian. This is also a rapid ride stop.	SDOT			
17-646	Accessibility Improvements @ 20th & Market St	It would be beneficial to build an easement on the pedestrian walking path of the cross walk, and like other corners we're starting to see in Ballard, make it ADA compatible.	All four corners of 20th and Market Street in the Ballard Neighborhood (zip 98107)	In the busy intersection of Market and 20th in Ballard, access transitioning off the sidewalk to crossing the street is Not placed in the direct walking path of the crosswalk. It is situated into traffic after the crosswalk. I walk with my baby in the stroller and I have to go into traffic to access those dips to get from one corner of the street to the other. I can't imagine what people in wheelchairs, canes, or walkers (there's several retirement homes within a quarter mile of this intersection) must feel. I end up having to make eye contact and wave my hand to ensure drivers see us going into where their cars would normally be stopped at a cross walk.	All pedestrians, young and old, and people with special needs.	SDOT			
17-650	Improve Pedestrian Signal @ 8th Ave & NW 58th St	Put a button on the road like there is at the crossing for 15th so that bikers can make the light change.	NW 58th St and 8th Ave NW	Bike route crossing 8th Ave NW at NW 58th St has no light that can be triggered from one's bike.	Anyone biking East-West through North Seattle, children attending West Woodland Elementary (I watched in horror as a minivan came within a foot of hitting a child last fall)	SDOT			
17-651	Improve intersection of NW 58th & 20th Ave NW	Install a hanging flashing intersection indicator, or a flashing stop sign, or painted streets to indicate an upcoming 4-way intersection	NW 58th St & 20th Ave NW	Cars heading South on 20th Ave NW between 65th and Market St do not always notice the 4-way stop signed intersections (notably NW 58th St, which is a greenbelt), and frequently blow through the stop sign at high, downhill speeds. I live on NW 58th St and witness this almost weekly. I'm fearful of a terrible accident occurring there, especially in low visibility conditions.	motorists, bicyclists, pedestrians!	SDOT			
18-611	Walkway Improvements on Shilshole Ave NW between NW Market St & 15th Ave NW	Side walk needed in Ballard	Shilshole RD, South of NW market all the way to 15th st	This road is so highly sought of the parking availability & direct access to downtown Ballard business & farmers market.	Foot & cycling traffic in downtown Ballard directly. Indirectly - making it safer for drivers too.	SDOT			
18-649	Improvements at Market St NW at 9th	Add traffic signals to Market St NW at 9th and 11th	Market St NW at 9th and 11th	Busy intersetion	Pedestrians in Ballard	SDOT	OK, full traffic signals are out of budget		
18-650	Crossing Improvements at 14th Ave at NW 56th and 57th streets	Add crosswalks and signs across 14th Ave at NW 56th and 57th streets	14th Ave at NW 56th and 57th streets	Large amount of foot and bike traffic crosses 14th Ave to Ballard Market. Due to parking and median with trees along 14th, intersections are blind to oncoming traffic.	Pedestrians in West Woodland neighborhood accessing local businesses.	SDOT			

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
18-651	Crossing Improvements on 14th Ave NW & NW 57th St	Crosswalk on 14th Ave NW near Ballard market.	Jaywalkers constantly risk their lives and the lives of motorists when trying to get to Ballard market at 57th and 14th. It would be great to have a flashing crosswalk there for pedestrians	Public safety	Ballard residents and Ballard market	SDOT			
18-652	Crossing Improvements on NW 63rd St and 15th Ave NW	Crosswalk and pedestrian yield button	NW 63rd str and NW 15th str	Residential areas on east and west side of 15th street and unnecessarily divided, especially as Ballard grows. Current crossing results in unnecessary wait-time for pedestrians at established crossings, during times of slow traffic frequent j-walking occurs. Crosswalk would increase access to Ballard Corners park and future Gemenskap park, facilitate general public in reaching schools, restaurants, and grocery stores	Pedestrians and cyclists seeking access to parks and Burke-gilman trail, elementary and high-school students, drivers	SDOT			
18-654	Pedestrian Signal Improvements in Ballard	Get rid of pedestrian walk signal buttons at intersections in dense urban areas and have walk signals be automatically part of every light cycle.	Locations include 8th Avenue Northwest and Northwest 65th Street, 15th Avenue Northwest and Northwest Market Street and 15th Avenue Northwest and Northwest 65th Street.	The current system makes pedestrians second-class. Cars are included automatically in each cycle, but pedestrians aren't. If pedestrians arrive just as the car light turns green for the direction they want to go, they have to wait through an entire cycle, which can be quite long at locations such as 15th and Market.	All pedestrians.	SDOT	OK, SDOT needs to comply with ADA which requires push buttons; however, SDOT can review the signal timing to include a "walk" phase for every cycle.		
18-656	Crossing Improvements & Traffic Calming at Sloop Place and 19th Ave NW	Stop Sign or Crosswalk or Flashing Beacons or Street Humps near Salmon Bay Park	Salmon Bay Park- Intersection of Sloop Place and 19th Ave NW	Many drivers do not stop at this intersection and many families with small children are walking to and from school or the park several times a day. A crosswalk with/out flashing beacons, a speed hump near the intersection or a stop sign are all things that would ensure better pedestrian safety.	Pedestrians using the park or walking to school.	SDOT			
18-681	Signage Improvements on the Ballard Bridge	Better signage on the south end of the Ballard bridge	On the south and west side of the Ballard bridge there's a small sign that says "Yeild to Bicycles"	The signage is a small in insufficient warning that bikes are entering the roadway as they cross the bridg	Driver and cyclist who use the Ballard bridge.	SDOT			
18-682	Improvements on 8th and Leary	Green box / green bike lane across the intersection of 8th and Leary in Ballard	8th and Leary in Ballard	the southbound bike lane gets cut off by the metro bus and other large vehicles taking wide turns -- I've almost been hit multiple times	bikers headed south on 8th crossing Leary to get to the Burke-Gilman Trail	SDOT			
18-683	Crossing Improvements at Leary Way NW & 8th Ave NW	Curb extension to improve pedestrian crossing at Leary Way NW & 8th Ave NW	Leary Way NW & 8th Ave NW	8th Ave NW and Leary Way NW cross at a wide angle and have a large painted divider in the middle of 8th Ave. As a result of this cars travelling west on Leary and turning north to 8th do not slow down much and turn at high speeds, often using the painted divider to do a wider and a faster turn. It is also a fairly wide intersection and crossing it on foot is very risky, especially during dark hours. Adding a curb extension, and possibly plastic lane dividers could help calming down the traffic and improve safety for all users.	11500 drivers using the turn daily (SDOT data) as well as hundreds of pedestrians and cyclists	SDOT			

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
18-689	Crossing Improvements at Shilshole Ave NW at NW Vernon Place	Improve safety of crossing Shilshole Ave NW at NW Vernon Place	Crosswalk across Shilshole Ave NW	Vehicles rarely stop for pedestrians in crosswalk, it is unlit at night, and vehicles travel at excessive speeds	People parking on Shilshole and people who work west of Shilshole	SDOT			
18-690	Improvements at leary & 20th ave nw	Fix stop light crosswalks traffic	intersection @ leary & 20th ave nw	so dangerous for pedestrians	everyone - esp people headed to old ballard	SDOT	OK, 2018 work plan will convert intersection to all-way stop and reconfigure streets to right angles		
18-691	Traffic Calming & Crossing Improvements on NW 53rd Street between 17th Ave and 14th Ave	Enhance the streets immediately around the new signal at 15th Ave NW and NW 53rd Street for improved cyclist and pedestrian use. Specifically, add traffic calming to 53rd between 17th and 14th and control the intersection at 53rd and 14th with a 4-way stop or a pedestrian-controlled blinking yellow light.	NW 53rd Street between 17th Ave and 14th Ave	With the addition of the new signal this summer, 53rd Street will now connect the two halves of Ballard. These additions will enable comfortable cycling and foot traffic between the 17th Ave Greenway and destinations east of 15th Ave, from the Ballard brewery district to the Burke-Gilman Trail and beyond.	Residents of both halves of Ballard who travel by foot or by bike.	SDOT			
18-693	Crossing Improvements on 14th Ave NW and NW 53rd St	Pedestrian and Bicycle Crossing Improvements across 14th Ave NW at NE 53rd St (e.g., crosswalk, 4-way stop, improved sightlines, etc.)	Intersection of 14th Ave NW and NW 53rd St in Ballard	With the upcoming installation of a new signal at 15th Ave and 53rd St, more pedestrians and bicycles will be using 53rd St. A safe crossing at 15th Ave should be accompanied by a safe crossing at 14th Ave.	Residents of the area, visitors to the Ballard brewery district, and users of the new pedestrian signal across 15th Ave	SDOT			
18-695	Crossing Improvements at 15th Ave NW & NW Market ST	Install walk signals with audio	15th and Market in Ballard	Unsafe for visually impaired to cross that busy intersection to get to bus stops	Anyone visually impaired or wakes those of us daydreaming at the corner waiting for the walk signal	SDOT			
18-696	Improvements on NW Market St and 20th Ave NW	Improve safety of bicycles crossing NW Market St	NW Market St and 20th Ave NW	Cars turning right from 20th Ave NW don't yield to cyclists travelling through the intersection	Cyclists	SDOT			
18-698	Walkway Improvements on 28th Ave between Market Street & 56th	Adding sidewalk	28th Ave between Market Street & 56th	Safety	All neighbors and visitors within South Ballard area who walk	SDOT			
18-902	Improvements at 15th Ave NW and NW 58th St	Minimize wait time at traffic light in Ballard crossing 15th Ave NW at NW 58th St to improve safety for cyclists	Traffic light at 15th Ave NW and NW 58th St in Ballard	Wait time crossing 15th is much too long. I often cycle on this route since it is a neighborhood greenway, but when I'm waiting at this light I'm often menaced by cars behind me who either attempt to nudge me (with their cars while I am on a bike) to "encourage" me to get out of their way so they can take a free right, or they attempt to nudge me (again, with their cars while I am on a bike) so they can sidle next to me, pushing me into oncoming traffic. This would not happen if the wait wasn't so unbearably long.	Cyclists, pedestrians, and impatient drivers	SDOT			
18-903	Improvements at NW 58th St and 14th Ave NW	Add 4 way stop signs at this intersection to improve the Neighborhood Greenway.	NW 58th St and 14th Ave NW	Cars on 14th drive too fast and don't stop down for you unless you're on the crosswalk and since this is a greenway for bicyclist then it should be made easy to cross 14th Ave.	Children walking/biking to school. Neighbors going to Ballard Market grocery store. Bicyclist using the greenway.	SDOT			

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
18-905	Traffic Calming on Seaview Avenue NW	Placing an electronic lighted speed limit sign where cars routinely race; and lowering the speed limit to maximum 25 mph!	Seaview Avenue NW in Ballard in front of Rays Boathouse Restaurant immediately after crossing the Burke Gilman trail.	It is a very busy street, recreational and pedestrian area with hundreds of people walking, dog walking, and bicycles	People in the neighborhood, many tourists, children, bicyclists, and animals. I have been calling the City about this for years and no one has responded.	SDOT			
18-908	Crossing Improvements on NW 64th Street between 15th and 17th	3D painted Crosswalk to slow unfamiliar traffic and provide a fun visual artifact	NW 64th Street between 15th and 17th	Like the versions in Iceland and India ( <a href="https://mymodernmet.com/3d-crosswalk-iceland/">https://mymodernmet.com/3d-crosswalk-iceland/</a> ), 3d painted crosswalks are a way to slow unfamiliar traffic. In Ballard, NW 65th and 15th are major arterials and a major intersection; drivers often cut the corner by racing through the adjacent side street.	Pedestrians and the kids in the area. Ballard as another visual quirk.	SDOT	OK, no Community Crosswalks - funded through NMF		
18-910	Crossing Improvements on 19th Ave NW & NW 67th	Crossing Improvements on 19th Ave NW & NW 67th	19th Ave NW & NW 67th	Safety - uncontrolled intersection at school with limited sight lines. Buses park south of the intersection on 19th and many kids walk to school this way. Cars avoid the light at 20th & 65th by cutting through this intersection and it can be dangerous to cross the street. Lots of kids and families at the school have had near misses. This is especially an issue in the dark.	Students, pedestrians, drivers.	SDOT			
18-6003	Improvements at Salmon Bay Park	New/More Park benches and tables in Salmon Bay Park	Salmon Bay Park- Replace existing benches/tables and install more along flat grass at West entrance to play ground.	Update aging and broken equipment and add more seating to accommodate more families/users	Anyone using the park.	SPR			
18-6004	Improvements at Salmon Bay Park	Fence around Salmon Bay Park on the corners of Sloop Place and 19th Ave NW. It can be a low wooden fence, nothing fancy.	An "L shaped fence bordering the park on Sloop Place and 19th Ave NW. Would have to play around with exact location- only bordering the inside of the park, North and West of the sidewalk? Or perhaps another barrier between the sidewalk and the street?	Cars drive very fast and do not stop at the intersections by the park. Young children are often running off with no barrier to stop them. Kids chase balls, toys, and trucks into the street when they roll away. It's very dangerous.	Drivers who are driving on these streets may be more cautious if a fence is up. They will also have more security that a child will not be running out into the street. Families who play at the park will feel more secure with a fence. Children playing at the park who escape the supervision of their adult will have an additional protection to prevent potential harm.	SPR			
18-6007	Equipment Refurbishment at Salmon Bay Park	Basketball Equipment Refurbishment. Replace the current basketball hoops with upgraded backboards and rims that are more forgiving and encourage people to get out and play. Technology for outdoor basketball hoops has advanced to where durable hoops can also be good hoops.	Salmon Bay Park/Playfield (47.677836, -122.380532)	The current hoops, with double rims and steel backboards, are widely considered the least desirable type of hoop. The design gives the hoop added bounce/kick which is ill-suited for the location, as the court is next to a steep slope which funnels rebounds down towards the stairs. These types of hoops are extremely unforgiving and therefore much more difficult to learn to shoot on. With no other outdoor full court nearby, I'm afraid it discourages locals from getting out and playing. It will also allow the track & soccer field to be interrupted less frequently by long rebounds.	Situated next to Salmon Bay School, Ballard Highschool and Ballard Boys and Girls Club, this has the potential to be an excellent court for kids and the rest of the community to get out and play!	SPR			
18-6018	Improvements at Ballard Commons	Ballard Commons Park Play Improvements	Ballard Commons Park, Ballard	The park is currently underutilized and play spaces in DT Ballard are non-existent. Initial community outreach supports the addition of a play area and park activation.	The Ballard Community, but more specifically the increasingly dense Ballard urban core residents. There are no existing play areas in DT Ballard.	SPR			