

Project #	Project Title	Project Idea:	Location:	Need	Benefit
17-653	Paint crosswalks and install crossing signs at NW 65th St & 34th Ave NW	Paint crosswalks & install pedestrian crossing signs	NW 65th St & 34th Ave NW (to help pedestrians cross 65th when walking along 34th)	34th Ave NW is a popular walking street. It's scary to cross the street because some drivers speed.	Pedestrians & cyclists
17-656	Install speed limit and counter signs along Seaview Ave NW	Install speed limit signs and speed counters (like they have in school zones) so drivers can see how fast they are going.	Along Seaview Ave NW, especially on the stretch from the Locks to Golden Gardens	Cars speed on Seaview Ave NW	Pedestrians, cyclists, motorists
17-660	Install curb cuts along 32nd Ave NW & NW 70th St	Install curb cuts along 32nd Ave NW & NW 70th St & other streets that are major walking routes that connect to crossing lights.	Along 32nd Ave NW. Also along NW 70th St between 24th Ave NW & 32nd Ave NW	I don't have a car & do my errands via bus & walking. I use a rolling carrier to transport heavy loads. It would be helpful to have curb cuts on the sidewalks so it's easier to roll heavy loads (and so bottles don't get broken in my carrier because of the impact of going up & down curbs).	People using wheelchairs, strollers, rolling shopping carts, handtrucks, etc. Also people who have mobility impairments for whom steps are a challenge
17-666	Crossing improvements from Shilshole to Burke-Gilman	Install a pedestrian crossing light at the south entrance to Shilshole Marina. There is already a crosswalk there (thank you for building that), but it could use lights (like the crosswalk on 24th Ave NW & NW 58th St)	On Seaview Ave NW at the south entrance to Shilshole Marina where many people cross from the Burke Gilman trail into the Marina. There is already a crosswalk painted in that location	Cars speeding on Seaview Ave NW, so it's scary to cross the street	Pedestrians, cyclists, motorists
17-670	Crossing Improvements on Seaview Ave NW adjacent to Shilshole Marina Building	Create a cross-walk at 7001 Seaview Ave NW.	7001 Seaview Ave NW	There needs to be another cross-walk across Seaview Ave. that is further north and adjacent to the Shilshole Marina Bldg. Cars often speed down this street and people are always crossing Seaview in this particular location.	All people who park their cars along Seaview Ave. and utilize Golden Gardens Park and/or Shilshole Bay Marina. Pedestrians who use Burke-Gilman Trail and East sidewalks along Seaview Ave.
17-674	Paint crosswalks and install crossing signs at south entrance to Sunset Hill Park	Paint crosswalk and install pedestrian crossing signs across 34th Ave NW @ the south entrance to Sunset Hill Park	South entrance of Sunset Hill Park at 34th Ave NW & NW 75th St	Scary to cross the street	Pedestrians, cyclists
17-682	Curb-bulbs @ NW 80th St & 13th Ave NW	A curb bulb extending from the north side of NW 80th Street at the 13th Ave NW intersection would shorten the crossing length of the intersection.	NW 80th Street and 13th Ave NW	We have a crosswalk in our neighborhood that is heavily used by school children attending Whittier Elementary. The crosswalk crosses NW 80th St. and 13th Ave NW. NW 80th St. has a design speed higher than the normal 30mph speed limit. The crosswalk is also at the bottom of a hill from the west that causes increased vehicle speeds.	Children walking to school and all other pedestrians that frequent this heavily used marked crossing.
17-685	Traffic-calming @ Loyal Way & 29th Ave NW	We and many neighborhood families would love to see the installation of traffic circle(s) along Loyal Way that encourage drivers to slow down and obey city speed limits.	Loyal Way NW and 29th Ave NW	Cars speed much too fast on Loyal Way NW, especially during the summer months when lots of folks are "taking a shortcut" to Golden Gardens. It is scary for kids to cross the street because cars go too fast and there are no crosswalks. There's really no reason for Loyal Way NW to be the major thoroughfare that it is - NW 80th and NW 85th Streets are right here as well.	Many families who live along Loyal Way NW, as well as those in the neighborhoods immediately adjacent.
17-687	Lane reconfiguration on 8th Ave NW, north of 85th St.	After discussing the issue with multiple people from SDOT and community liaisons, the most cost-effective solution appears to be a road diet, either by repainting the lines on both sides to visibly shrink the lanes, or by adding a climbing bike lane on the west side of the street, which would also effectively shrink the size of the driving lanes. We have a study that shows the benefit of more constrained roads on traffic speed. We also have fairly recent traffic speed studies that capture the percentage of cars regularly going more than 5mph over the speed limit.	8th ave. NW, north of 85th Street. Two of the worst intersections are at 90th and 92nd, where the planned greenway is going in.	Traffic on 8th Ave. NW north of 85th Street is regularly well above the speed limit, which makes crossing on foot, parking, and pulling out driveways quite treacherous.	All residents who lives along this corridor as well as everyone in the surrounding neighborhood who walks across 8th Ave. NW to reach Sandel Park (one of the best neighborhood parks in the area) or to Fred Meyer for groceries. Also, everyone who needs to cross the street to catch the 28x which has popular stops on both sides of 8th Ave. NW.

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17-689	Regrade sidewalk along the edge of a ravine, install a barricade to prevent pedestrians from falling	Regrading the sidewalk to be even horizontally, adding a fence or barrier of some type to catch anyone who stumbles/slips, and improving lighting along the sidewalk would all help tremendously. A barrier would be the top priority, in my opinion.	The sidewalk is along 24th Ave NW, stretching from NW 87th to NW 90th or so.	We have a sidewalk that borders a greenspace/ravine, with poor lighting and a dangerous design. First, the sidewalk slopes down sideways toward the ravine, putting pedestrians at risk of sliding or stumbling off the sidewalk and down the embankment into the ravine. Second, there are no barriers between the sidewalk and the cliff edge to catch anyone who's falling, so they'd be severely injured. Third, the sidewalk surface is often slippery due to moss and accumulated leaves, and it's poorly lighted, increasing the likelihood of falling. This is all especially dangerous because the sidewalk is on a main arterial road to get out of our neighborhood to bus stops (often used by walkers, adults pushing strollers, etc.) and also serves an elementary school, so children often use the sidewalk. Finally, there is no sidewalk on the other side of the road, so there's no alternative route other than walking in the road with the traffic.	All of us would -- pedestrians in the neighborhood could walk more safely, children accessing the nearby elementary school would be safer, and drivers could be at lower risk of hitting someone who might be in the road to avoid the sidewalk.
17-694	Traffic Calming along Holman Rd NW near 12 Ave NW	On Holman going SW the signage around 12th Ave in short succession is: 35mph sign, 35mph sign with speed measurement, tree, 30mph (hidden behind tree). With the new large development between the transition from 35 to 30 bound to bring in more pedestrians, I'd like to suggest to change the sign NE of 12th and measurement station to 30mph. This would also solve the visibility issue of the sign transitioning to 30mph.	Holman and 12th Ave NW	Cars speeding.	Neighborhood pedestrians (safety/ speeding). New housing residents (noise).
17-696	Crossing improvements near 97th & 8th Ave NW	same as above	97 st & 8th ave nw 98117	The location is 97th & 8th Ave NW, Ballard Rehabilitation is about a 1/2 block away from this intersection. People come down from the Rehab Center in manual & electric wheelchairs, walkers, canes, and try to cross. No painted lines. No flashing light. Electric lines are right above and can be used to install a light very easily. People have tipped over wheelchairs trying to cross due to uneven pavement, and sometimes washed down gravel. Thank you for reading my request to repair this intersection for the disabled and elderly people.	The people in the neighborhood and most of all the people recovering at Ballard Rehabilitation Center, and senior and disabled low income housing residents.
18-6009	Clean-Up at North Beach Park	Remove debris- especially old automobile	North Beach Park- 24th Ave NW & 90th St NW	Debris is attractive nuisance	Neighbors
18-6014	Improvements at Golden Gardens	Girdle the remaining standing trees surrounding the pond with wire or something more innovative.	The pond at Meadow Point in Golden Gardens Park in Ballard	The pond's trees have been greatly reduced since a family of beavers moved in. Some are in favor of letting the beaver do what comes natural. But many other visitors to the pond think it's gone to far.	It benefits the birds large and small, ducks, and other creatures that need trees for shelter, food, and safety. The trees probably help to prevent erosion.
18-6015	Public Space Improvements on 28th nw south of 80th nw	A play structure	On 28th nw south of 80th nw	There is a small lot owned by the city that needs to be utilized.	Kids! And parents because kids have somewhere to spend some of their energy
18-6016	Cameras in Golden Gardens Park	CCTV in City Parks	Golden Gardens (Parking Lot, Trails, Dog Park area including parking lot path way).	Golden Gardens is no longer a safe area for people to use. Already a reported rape attempt at Golden Gardens, harassment/threats by people in the parks, many car break-ins. This is an relatively isolated area and people and perps are given the safety of getting away with endangering other people. I have stopped frequenting Golden Gardens because of safety issues. CCTV will at the very least be a deterrent.	Human beings. Women, children, men, all vulnerable populations.

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18-660	Crossing Improvements on NW 80th & 21st Ave NW	In order of priority 1) Marked pedestrian crossing (crosswalk), 2) Pedestrian Flashers, 3) Curb build	across NW 80th & 21st Ave NW on East side of intersection. 1 Block from Loyal Heights Community Center	21st & 80th is the intersection where the Loyal Heights Community Center turn signs are located on 80th so it gets a decent amount of foot traffic crossing 80th going south. I've seen several times where kids are trying to cross at the unmarked intersection, yet auto traffic fails to yield to foot traffic. Tonight, I saw two kids trying to cross south on 21st Ave NW and were 1/2 way across the road and a SUV barreling east on NW 80th just kept going. If the kids hadn't stopped in the middle of the street, the SUV would have run them both over. Its break lights never even came on. Either the driver wasn't paying attention, or just didn't care. So obviously with the LHCC 1 block south, and the nearest painted crosswalks at 17th or 24th, a lot of foot traffic crosses the unmarked intersections between 22nd and 20th at NW 80th with 21st Ave NW getting a lot of that foot traffic.	Pedestrian Safety, Community
18-664	Improvements on 21st Ave NW and NW 90 St	remove traffic circle and replace with a raised street surface	21st Ave NW and NW 90 St	school bus are not able to go around the trafice circle without driving on parking strips	5. School bus drivers and their passengers, property owners by the intersection, drivers with large vehicles
18-668	Traffic Calming on N 105th St	Calm 105th St. Putting in Curb bulbs to narrow/slow traffic, or making the road one way. Another idea could be to paint a safe walking path to the crosswalk to the school, similar to the green bike lanes.	The street that goes to Viewlands Elementary. Many people also take this road to by pass the light on Holman.	People drive fast on this street. It is a hill, coming off Northgate and quickly turns residential. When you are coming up the hill as a walker, or biker, the hump of the road makes it very difficult to see. The sidewalk is not complete and many cars park along 105th to help their kids get to school, while crossing a large culvert (for drainage into pipers creek/carkeek).	walkers, bikers, kids, people living in neighborhood.
18-916	Signage Improvements on 17th Ave NW & 73rd/75th St	Improve visibility of Stop signs along 17th Ave NW greenway	NW 73rd St / 17th Ave NW and NW 75th St / 17th Ave NW	Once it is dark the stop signs are barely visible and cars rarely stop	Cyclists and pedestrians using the greenway
18-922	Traffic Calming on Loyal Way between NW 80th St and 32nd Ave NW	Install speed humps on Loyal Way to reduce traffic speed and make the street more pedestrian-friendly.	Loyal Way between NW 80th St and 32nd Ave NW	A lot of people speed on Loyal Way, and it is a wide road with a large crossing distance. It's difficult for pedestrians and especially kids walking to school to cross safely. Installing speed humps would also encourage drivers to stay on the main arterial streets NW 80th and NW 85th.	All residents of Loyal Heights/Sunset Hill who live between NW 80th and NW 85th streets.
18-925	Walkway Improvements along 17th Ave NW between NW 85th Street and NW 89th Street	Sidewalks, curbs and storm drains.	Along 17th Ave NW between NW 85th Street and NW 89th Street, in Crown Hill.	This street is now a designated Bicycle Green through street. Health and safety is severely lacking, especially for cyclists/cycle commuters, children [such as my 5 year old granddaughter] and the elderly. This neighborhood deserves infrastructure equity, a fair tradeoff for having already been designated as a cycle pass through route..	Hundreds of cyclists and neighborhood residents will benefit. City transportation planners will also benefit from enhanced esteem and public respect.
18-930	Walkway Improvements on 6th Ave NW	Safety for pedestrians, to correct a problem created by a previous SDOT project which stopped short	On 6th Ave NW, south of intersection with Holman Rd (which has a stop light for crossing Holman Rd)	Previous projects to mesh the diagonal course of Holman Road with the grid pattern of 6th Ave NW have created a narrow road with dangerous blind spots and no where for pedestrians to go to avoid being hit when cars going both ways on 6th Ave NW push thru without regard for walkers. Please eliminate street parking on 6th nw from the point where the sidewalks end, southerly about 200 feet, and get the overgrown, encroaching laurel hedge fully removed to create open site lines and space to walk. Thank you!	Pedestrians trying to safely use the intersection of Holman and 6th NW, and walk on 6th Ave NW
18-931	Improvements on on 8th Ave. NW between 100th and 85th	Climbing bike lane to provide bike protection and provide a natural road diet	on 8th Ave. NW between 100th and 85th, going south	Cars are frequently speeding in this stretch and there is heavy bike traffic, with no protected lanes	all residents in the area, bikers who commute via 8th avenue, and pedestrians crossing the street to Sandel park
18-932	Traffic Calming on 8th Ave NW	For Carkeek Park, to protect native animals from being hit by speeding cars	8th Ave NW at between 10049-10055	native animals from Carkeek park like to wander thru our residential neighborhood, but too many of them are hit by speeding cars. Please add a traffic slowing feature like a hump, and signs warning drivers of the animal crossing. Ive lived on this street for over 25 years, and am getting too old to keep shoveling dead animals. Animals of all kinds cross here because this spot on the east side of 8th could not be built on. Among the dead have been the usual raccoons and native squirrels, 'possum, snakes, weasels, and an ermine. Domestic animals that met their end were rabbits and chickens too., Othe, larger critters have been seen crossing the street here too but they move fast enough to not get hit.	Many native animals