WELCOME

City agencies are working with neighborhood groups and non-profits, organized as the Ballard Partnership for Smart Growth, to ensure:

- Future development and transportation investments are integrated
- Ballard's people and places thrive

Move Ballard is the transportation piece of this larger coordinated effort with the Department of Planning and Development.

TODAY

- Learn what we've heard to date
- Comment on draft concepts and prioritization of local improvements

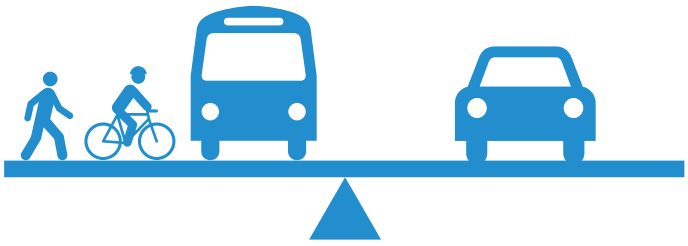
  Note: These designs are concepts only. Further study and a detailed design will happen at a later date.

AGENDA

6:00 – 6:15 PM: Brief presentation
6:15 – 7:30 PM: Browse boards, talk to staff, share your feedback

DID YOU KNOW?

BALLARD RESIDENTS...



Walk/bike/bus as often as they drive*

Favors 15th/17th and Market as the best areas for a future high capacity transit station

Identified Ballard Ave as one of their favorite streets for walking/ running*

*Results from survey administered by DPD in 2014.

TIMELINE

MAY 2014
Ballard Urban Design and Transportation project initiated

JANUARY 2015
Move Ballard project initiated

APRIL – OCTOBER 2015
Outreach activities

MAY 2015
Open House #1

MAY – NOVEMBER 2015
Project list generation; design concept development

TODAY!

NOVEMBER 2015
Open House #2

WINTER 2015/2016
Final Ballard Urban Design and Transportation Framework
Final Move Ballard Plan

In the next nine years, a portion of the Levy to Move Seattle funds will be put towards implementing smaller, local projects – "neighborhood priority projects to improve safety, mobility and access and quality of life in those neighborhoods**" – citywide.

Move Ballard provides both the community and the City with a plan for how those investments could be made in Ballard.

** From Attachment A: Spending Breakdown of the Levy to Move Seattle legislation.

OUTREACH SUMMARY

Since early 2015, the Move Ballard Project Team has been engaging the community to:

- Identify and prioritize near-term improvements for all forms of transportation in the Ballard Hub Urban Village
- Evaluate and prioritize potential future high capacity transit station locations while preserving and supporting industrial and commercial employment in Ballard

Our outreach efforts included an Open House in May, a survey (April – Sept), and meetings with:

- Urban Design and Transportation Committee for Ballard Partnership for Smart Growth
- Central Ballard Residents Association
- East Ballard Community Association
- Freight interests
- Seniors, including residents from Seattle Housing Authority buildings
- Young Professionals in Transportation
- Connect Ballard

SDOT
Seattle Department of Transportation

WHAT WE HEARD

Through this process, we heard that you would like SDOT to focus on:

SAFETY

Make it safer to cross the street

CONNECTIVITY/MOBILITY

Enhance walking and biking facilities to destinations within and outside of Ballard

RELIABILITY

Improve bus reliability

ACCESS

Improve business and neighborhood accessibility for all modes of transportation

PLACEMAKING

Enhance areas for moving, waiting, and gathering within the public realm

The colored dots on the following boards link back to the five themes above.

We also heard concerns that will be addressed through the following SDOT initiatives:

- Burke Gilman Trail environmental impact statement (EIS)
- Pedestrian Master Plan Update
- Freight Master Plan
- Bus Rapid Transit (BRT) Corridor Network Plan
- Working with Metro and Sound Transit

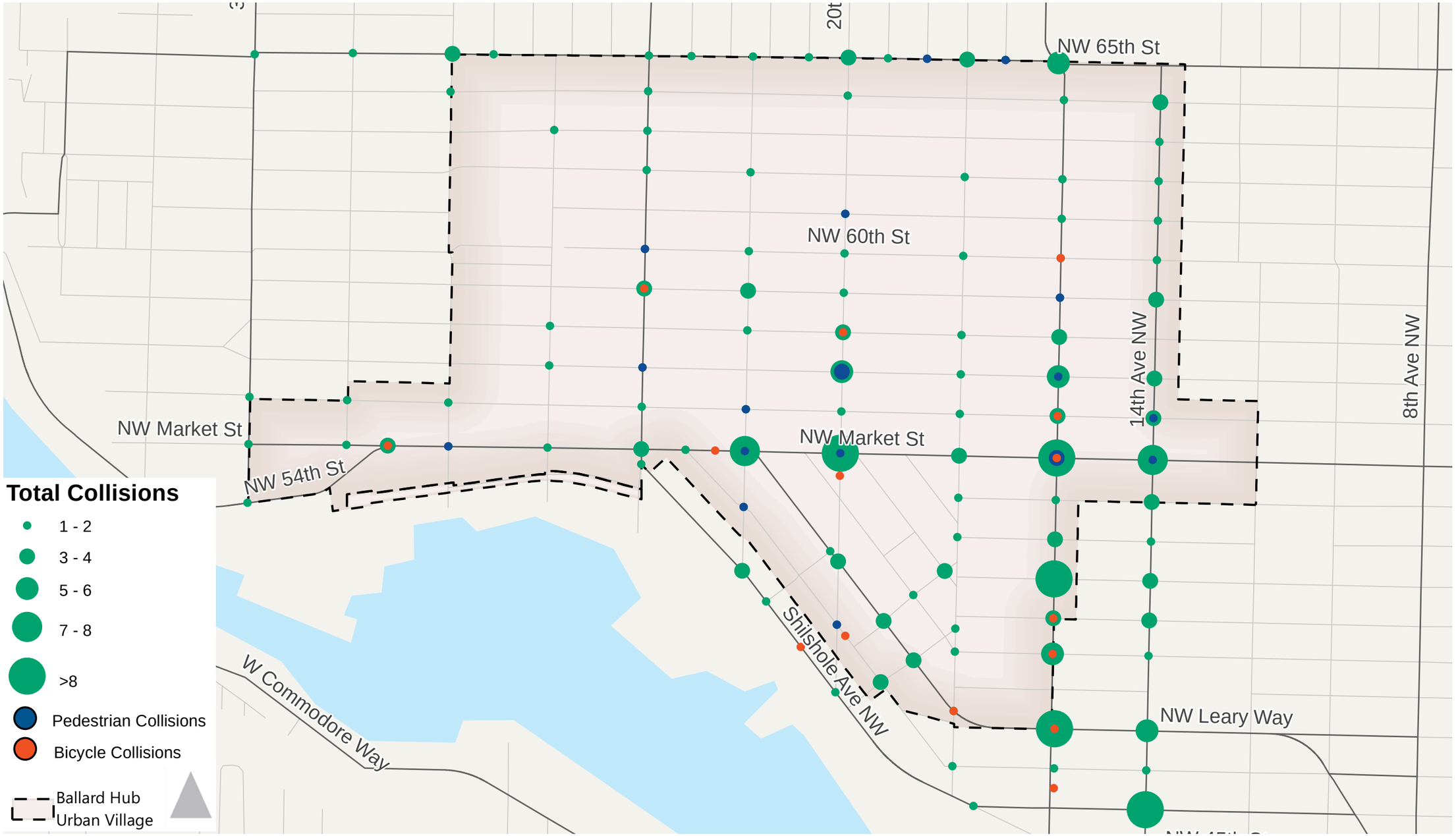
For more information on the projects above, check out the materials at our sign-in table.

Existing Conditions

Transit Routes, Bicycle Facilities, Traffic Volumes and Major Truck Streets

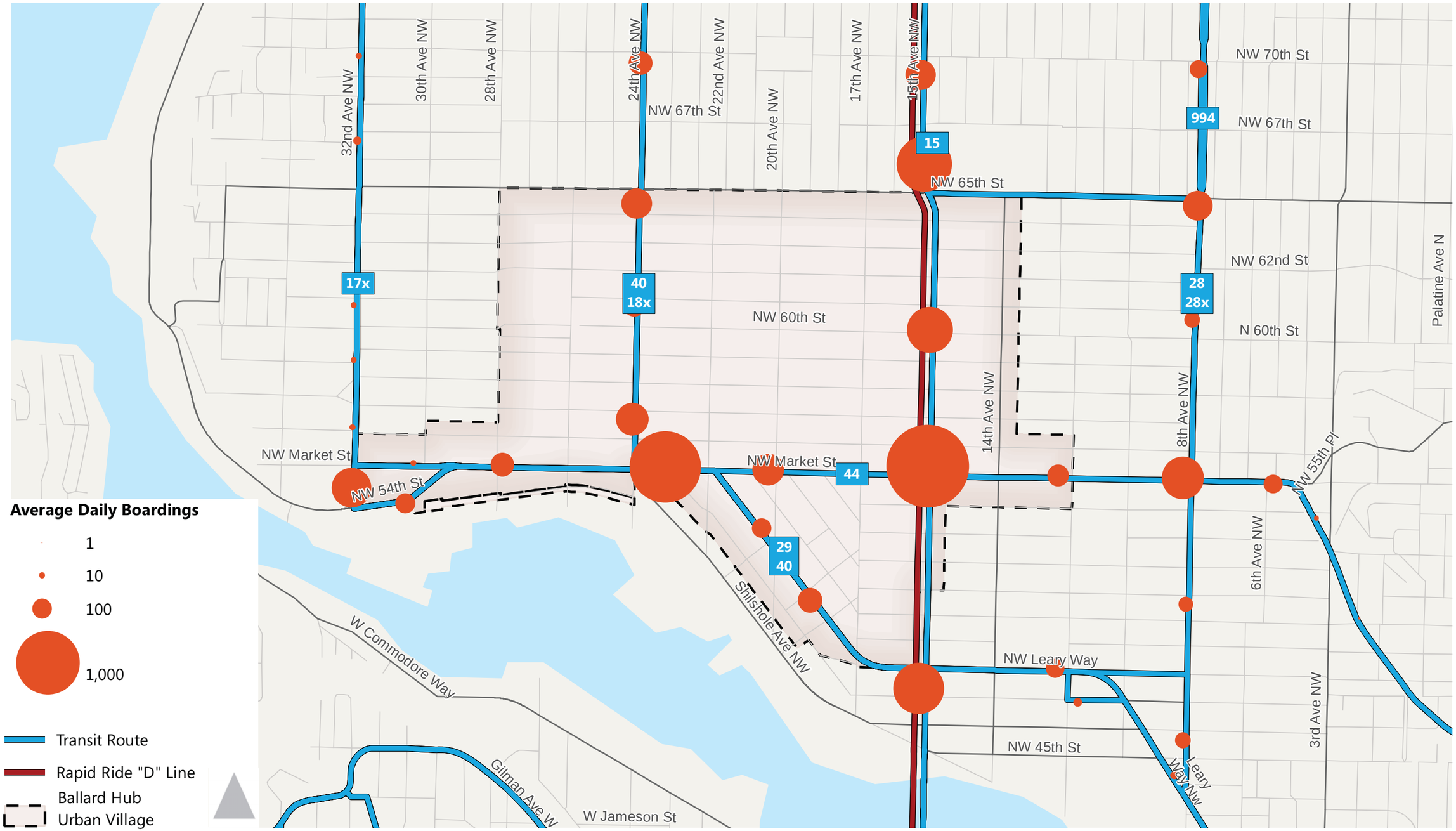
PM Peak Traffic Counts

Existing Conditions **Collisions** *(2012-2014 data)*



Existing Conditions

Transit Routes and Average Daily Boardings by Stop



Interim Leary Ave NW & 20th Ave NW Crossing Improvement

Purpose and Need

This short term project would improve pedestrian safety, visibility, and access on Leary Ave NW at the 20th Ave NW crossing. Improvements to this crossing are important because the crossing distance is long and the crossing is at a geometrically challenging 5-legged intersection. In addition this crossing is often used because it is one of the few marked crossings on Leary Ave NW. The next marked crossing to the south is at 15th Ave NW, about four blocks away. Pedestrian bulb outs will improve visibility of crossing pedestrians and reduce crossing distances (currently about 6 lanes wide). This project will also explore installing a full signal. Interim solutions could include rectangular rapid flash beacons (RRFBs), squaring off the intersection with paint and bollards, and potentially adding a pedestrian refuge island.

This improved crossing was the most frequently requested project throughout the public outreach phase. The crossing could be further enhanced through rechannelization of Leary Ave NW as part of the Route 40 bus rapid transit (BRT) and/or the Burke-Gilman Trail Missing Link projects.

Potential Project Elements

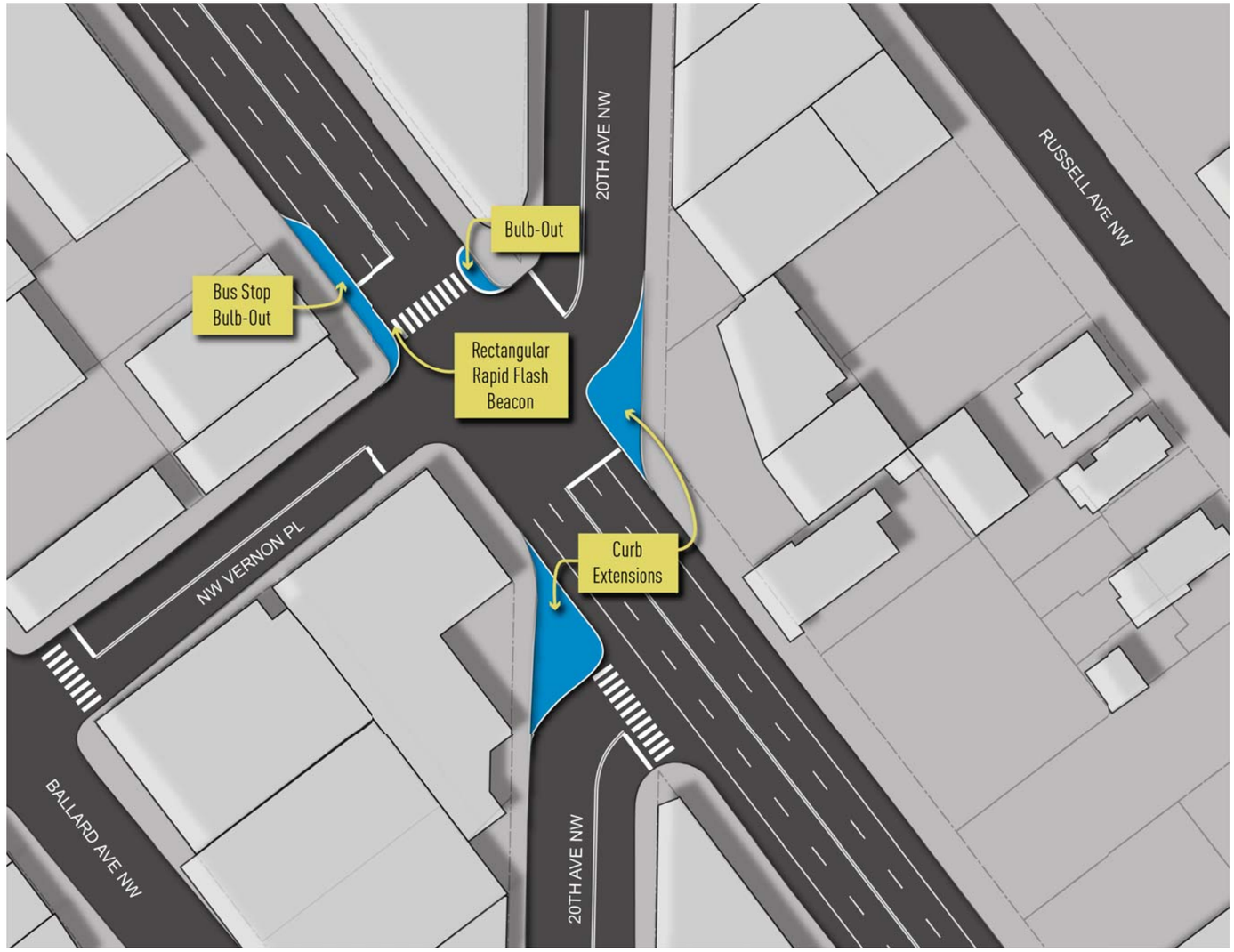
- Add pedestrian bulb outs and curb extensions as access needs allow; this improves pedestrian visibility and shortens the crossing distance
- Explore adding a full traffic signal

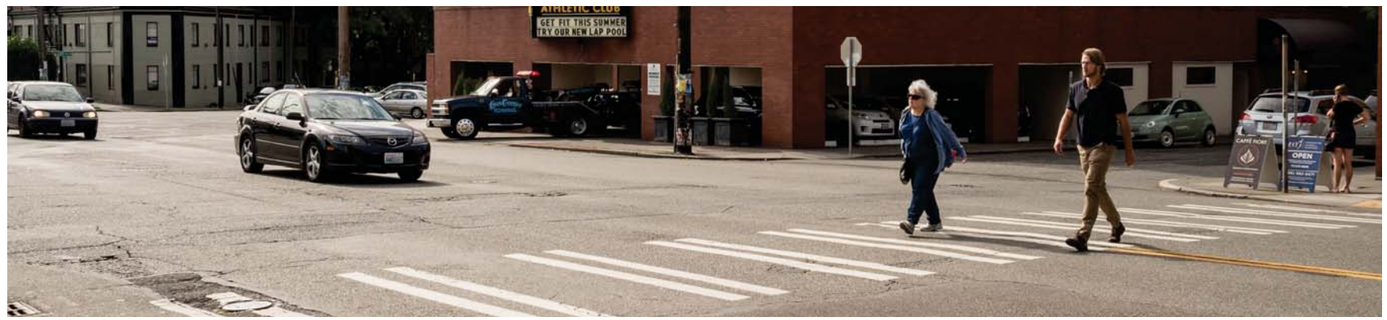
Cost Estimate

Community Support

Project Benefits

SAFETY | **CONNECTIVITY/ MOBILITY** | **ACCESS**





MOVE BALLARD SDOT Seattle Department of Transportation

Leary Ave NW Corridor Study (NW Market St – 17th Ave NW)

Purpose and Need

A long term vision for the Leary Ave NW corridor will provide safe pedestrian crossings, neighborhood access, and mobility. This is implemented through curb extensions and improved pedestrian crossings at key locations. Modest traffic volumes on Leary Ave NW allow for a potential rechannelization to include priority lanes (i.e. bus rapid transit/freight only lanes or bicycle facilities), which can improve access to commercial areas via non-auto modes. On-street parking would be retained. This project will need to coordinate with the Route 40 BRT project and the Burke-Gilman Trail EIS outcome.

Potential Project Elements

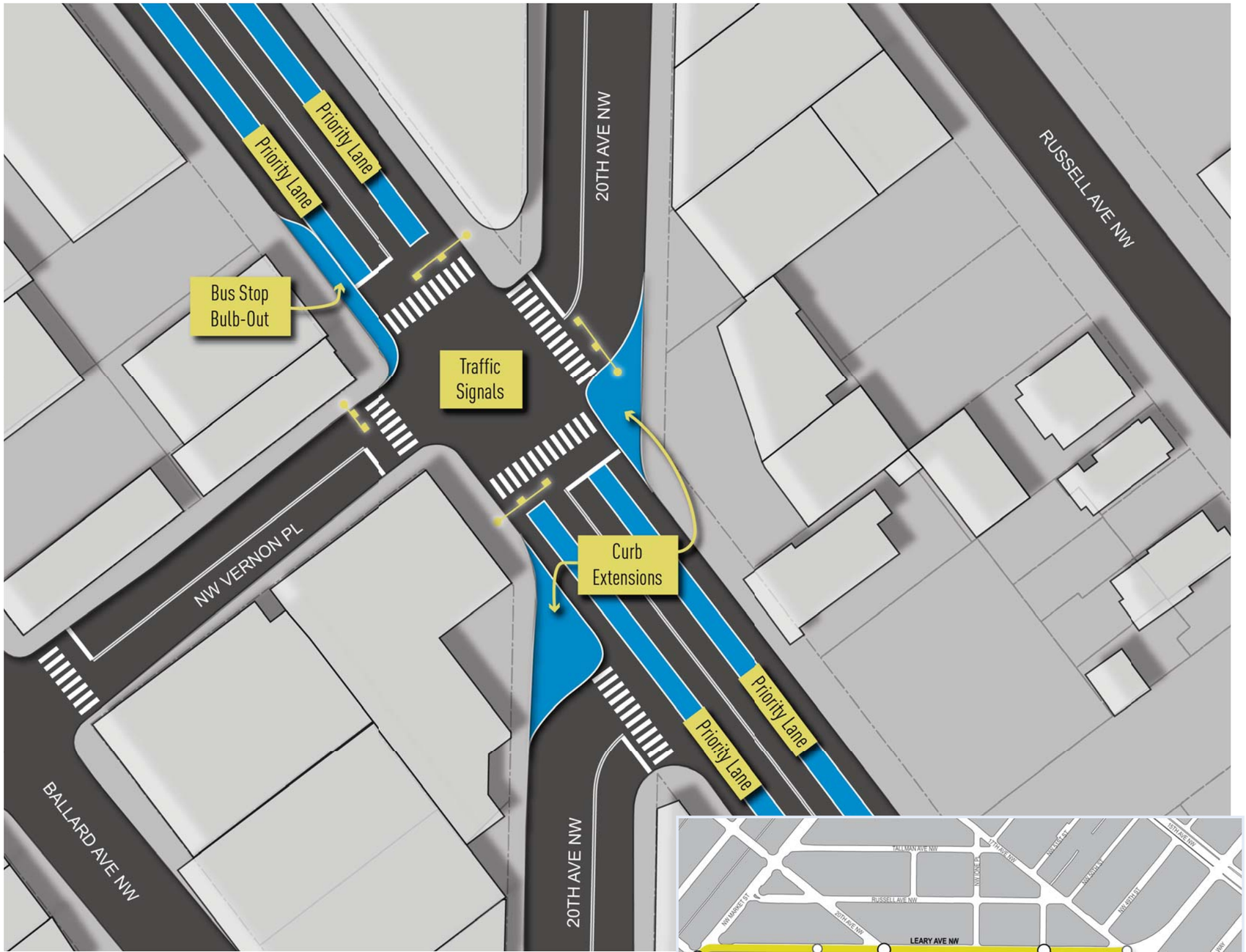
- Rechannelize Leary Ave NW; this could include priority lanes (bus and/or bicycle); lanes would be wide enough to accommodate freight movement
- Add RRFB to crosswalk just south of NW Market St
- Add traffic signal at Dock Pl as part of the 17th Ave Greenway Project
- Add traffic signal and re-configure intersection at 20th Ave NW
- Add traffic signal at 17th Ave NW
- Potential transit queue jump for northbound Leary Ave NW to westbound NW Market St

Cost Estimate

Community Support

Project Benefits

SAFETY | CONNECTIVITY/ MOBILITY | RELIABILITY | ACCESS



MOVE BALLARD | SDOT Seattle Department of Transportation

15th Ave NW & NW Market St Intersection Study

Purpose and Need

This location is the intersection of two main arterials that access the Ballard neighborhood. There is high pedestrian activity here because of the north-south RapidRide transit stops and the adjacency of commercial retail and residential land uses. There are about 280 pedestrians crossing east-west and about 200 pedestrians crossing north-south during the PM peak hour. This is a long term project that includes a detailed study for more efficient mobility of all modes, pending results of the Market & 45th BRT project and Sound Transit 3 vote which may locate high capacity transit stations here.

Potential Project Elements

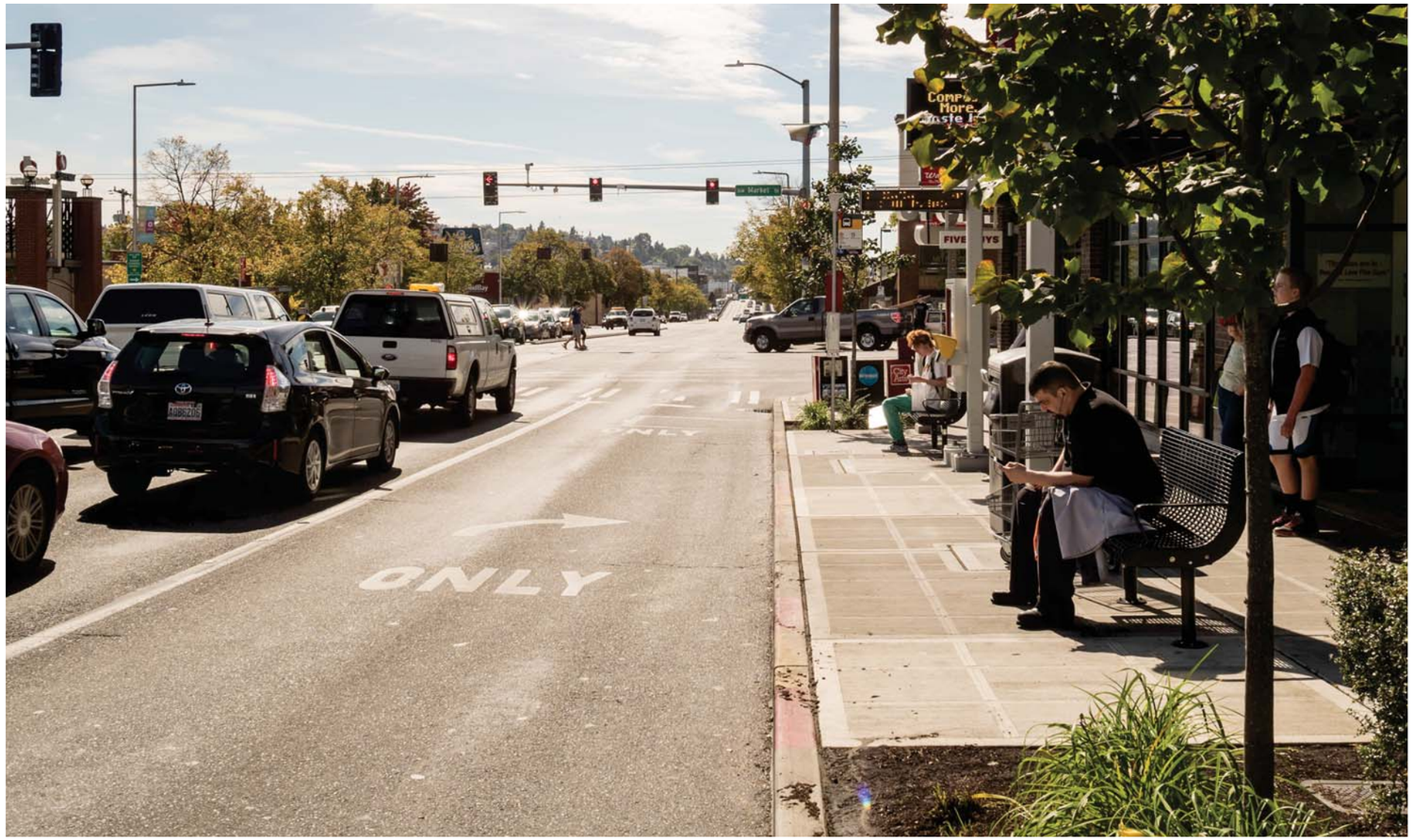
- A long term study, pending results of the ST3 vote which may locate a high capacity transit station here

Cost Estimate

Community Support

Project Benefits

SAFETY **CONNECTIVITY/ MOBILITY** **ACCESS**



MOVE BALLARD SDOT Seattle Department of Transportation

Bergen Junction Crossing Improvement (Market St/22nd Ave NW/Leary Ave NW)

Purpose and Need

The NW Market St / 22nd Ave NW/ Leary Ave NW intersection experiences significant foot traffic (approximately 450 pedestrians crossing in the PM peak hour, or about 7 pedestrian crossings per minute) as it is within the Ballard core area and adjacent to transit stops, commercial retail, and Bergen Place park. This project would improve the pedestrian crossing environment by widening crosswalks to serve the high demand.

An all pedestrian crossing phase could be added to allow diagonal crossings at the 22nd Ave NW / NW Market St intersection. This change will improve pedestrian safety by reducing the conflicts between pedestrians and turning vehicles from 22nd Ave NW . The unique pedestrian "scramble" connects Ballard across NW Market St and activates the public space by emphasizing the pedestrian oriented nature of the area.

Potential Project Elements

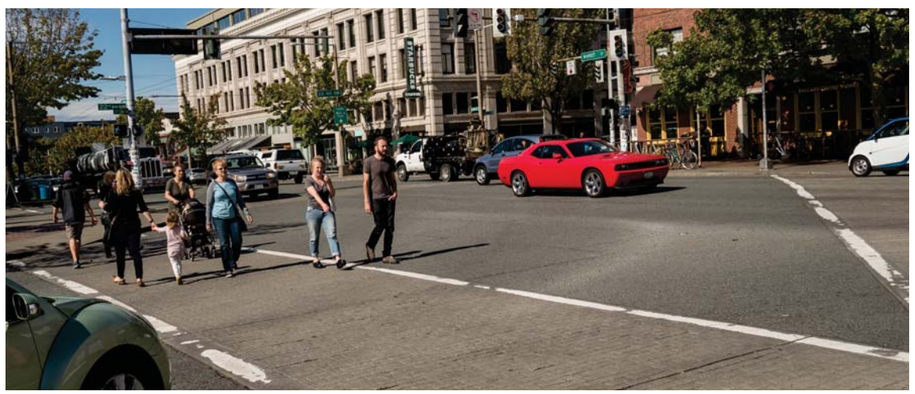
- Widen crosswalks at the intersection
- Add a pedestrian scramble phase on Leary Ave & Market St. Change the 22nd Ave NW approaches to accommodate the new pedestrian phase (such as to be right-in, right-out only)

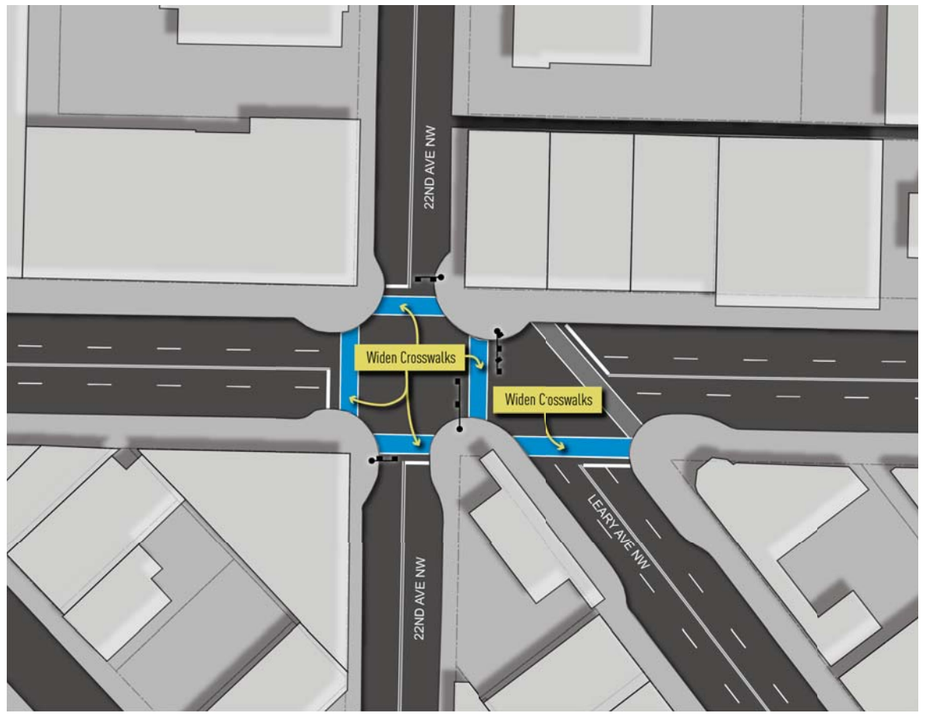
Cost Estimate

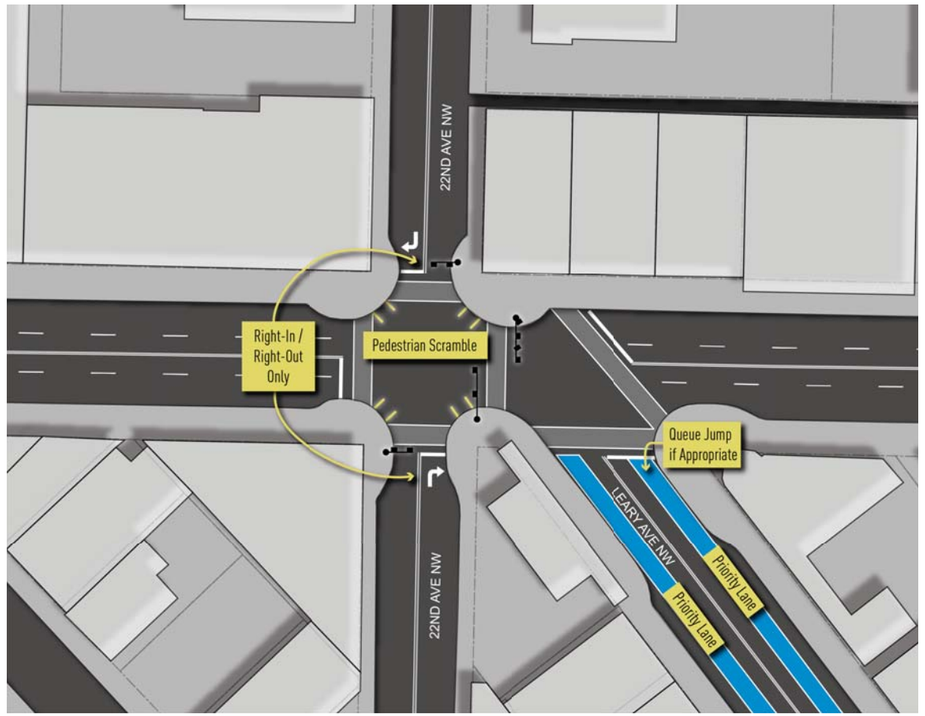
Community Support

Project Benefits

SAFETY | **CONNECTIVITY/ MOBILITY** | **ACCESS** | **PLACEMAKING**







MOVE BALLARD SDOT Seattle Department of Transportation

17th Ave NW Greenway Connection

Purpose and Need

The 17th Ave NW Neighborhood Greenway is currently under construction. SDOT committed to connecting this neighborhood greenway to the Ballard Bridge, RapidRide transit stop and the protected bicycle facility on NW 45th Street in 2016.

Potential Project Elements

- Provide lighting and pave unimproved 15th Ave NW Right Of Way, under Ballard Bridge ramp, between NW 46th & NW 45th St to provide north-south access for people who walk and bike

Design elements will be identified in 2016 through technical analysis and community input, however there are a few common neighborhood greenway elements we use everywhere:

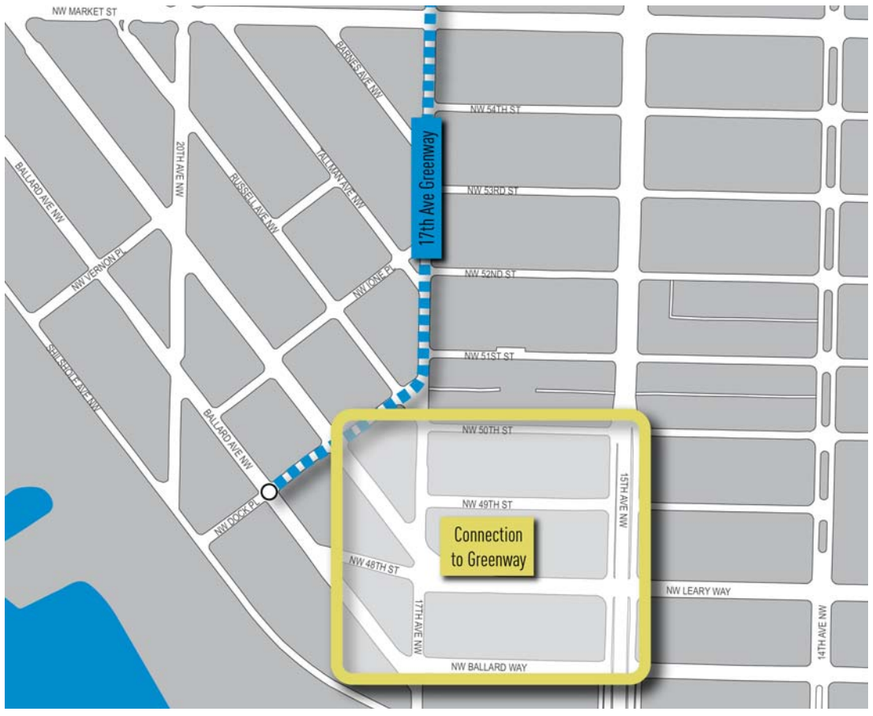
- Change the speed limit to 20 mph along the route
- Add about one speed hump per block
- Add signs and pavement markings to help people find their way
- Add a some combination of curb extensions, rapid flashing beacons, crosswalks, medians, or traffic signals at busy intersections
- Add stop signs at streets crossing the greenway
- Smooth sidewalks and streets and add curb ramps

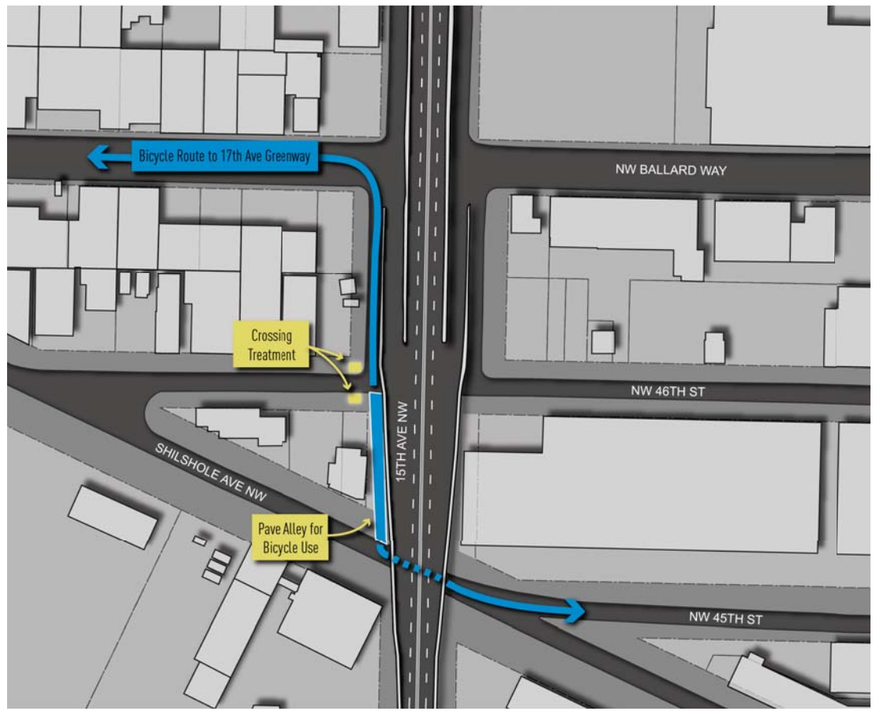
Cost Estimate

Community Support

Project Benefits

SAFETY | **CONNECTIVITY/ MOBILITY** | **ACCESS**





Specific Design will be analyzed through the Greenways Process

NW Market St Corridor Improvements (Ballard Locks – 24th Ave NW)

Purpose and Need

Market Street is Ballard's primary mixed-use commercial streets and is a major east-west arterial. This project would reallocate right-of-way on Market Street to better accommodate bicycle access to the neighborhood. This project needs to coordinate with the Burke-Gilman Trail EIS outcome. Improvements may include rechannelization to add bicycle lanes from NW 54th St to 24th Ave NW. where traffic volumes are about 1,000 vehicles in both directions in the PM peak hour. This rechannelization is feasible since it is less than the 1,400 vehicles per hour threshold. The bicycle lanes would continue for one block north of Market St on 24th Ave NW to connect to existing bicycle lanes. This project can improve safety of bicyclists accessing Ballard with higher quality bicycle facilities.

Potential Project Elements

- Re-channelize Market St to 3 lanes: 2 general purpose through lanes, two-way left turn lane, and bicycle lanes
- Add bicycle lanes on 24th Ave NW for one block north to connect to existing bicycle lanes on 24th Ave NW
- Remove parking on one side of the street
- Re-channelize intersection approach if necessary
- Traffic signal modification as appropriate

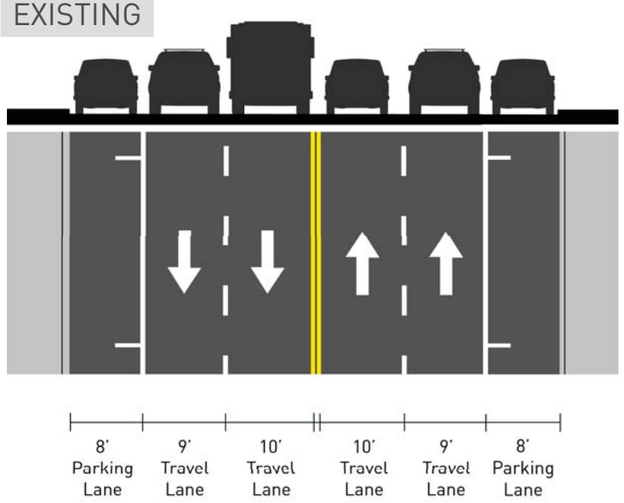
Cost Estimate

Community Support

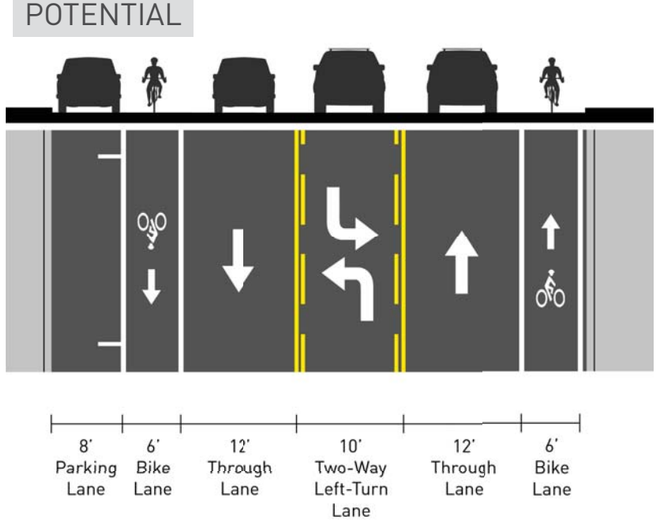
Project Benefits

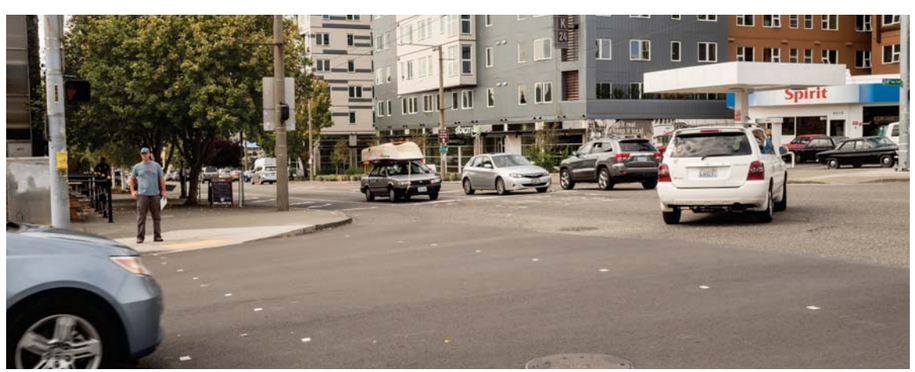
CONNECTIVITY/ MOBILITY **ACCESS**

EXISTING



POTENTIAL





MOVE BALLARD SDOT Seattle Department of Transportation

NW 65th St & 15th Ave NW Gateway Project

Purpose and Need

This intersection is a gateway entrance to the Ballard neighborhood and a key link to Ballard High School. This project would improve pedestrian safety and crossing environment by removing the northbound and southbound channelized right turns on 15th Ave NW to NW 65th St. This is feasible as there are only about 160 right turning vehicles at each approach in the PM peak hour (vehicle volumes greater than 300 are when a separate right-turn lane is needed). The project elements include building out the northwest and southwest block corners. The northwest and southeast curb corners would be reconstructed to accommodate right turns, and ADA curb ramps would be added. The northwest curb build out would be prioritized higher as the current island, a RapidRide transit stop, does not have enough space for the peak transit ridership demand. This project would add more than 5,000 square feet of new public space for landscaping and other amenities.

In the long term this is a placemaking opportunity for the community. In the future, permanent seating, artwork or landscaping can be installed to make this intersection the representative "gateway entrance" into Ballard.

Potential Project Elements

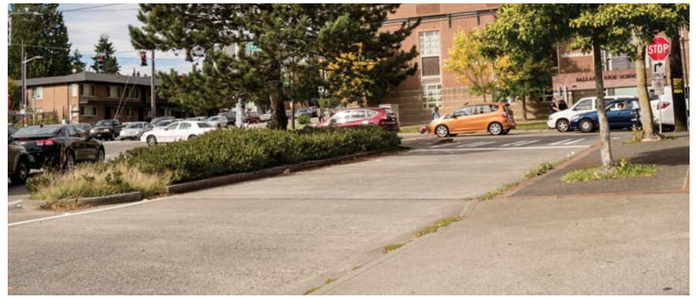
- Build out the northwest and southeast block corners
- Reconstruct the northwest and southeast curbs to accommodate right turning vehicles
- Relocate signal pole on the southeast corner for a wider curb radius to accommodate right-turning vehicles

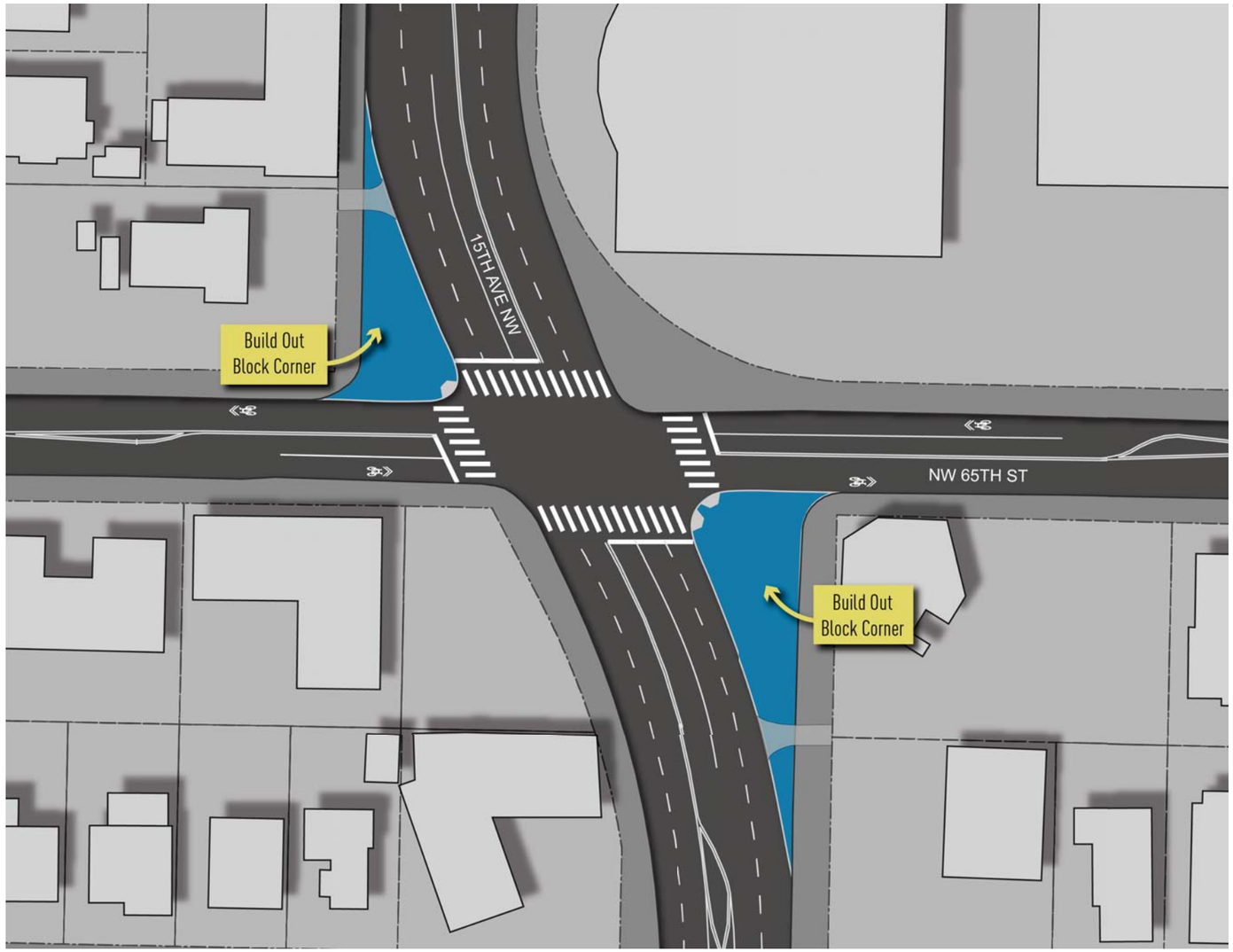
Cost Estimate

Community Support

Project Benefits

SAFETY | **CONNECTIVITY/ MOBILITY** | **PLACEMAKING**





MOVE BALLARD SDOT Seattle Department of Transportation

Ballard Avenue Streetscape Concept Plan (Market St - Dock Pl)

Purpose and Need

Ballard Ave is an historic corridor with that has become a regional dining and shopping destination. A long term vision to enhance the pedestrian environment and activate the street space includes introducing an "urban curbless" treatment similar to Bell St in Belltown and constructing permanent wider sidewalks, updating crosswalks, and installing more streetlights to increase pedestrian and bicycle visibility. In the shorter term, pedestrian lighting and low cost improvements that contribute to the historic feel and pedestrian safety are high priorities for the community. This improves the general livability and economic vitality of the neighborhood by increasing activity along the commercial corridor, while accommodating delivery needs to local businesses.

What We Have Heard

- As Ballard densifies, we need more pedestrian-oriented streets that serve a dual function as a places for people to recreate or gather; Ballard Ave is a natural choice
- Consider more frequently opening Ballard Ave exclusively for pedestrians
- Design should be respectful of the street's heritage and character
- Delivery, access and parking needs of businesses need to be carefully considered and addressed for ongoing vitality of area

Potential Project Elements

- "Urban curbless" street design between 20th Ave NW and 22nd Ave NW
- Widen sidewalks by 3-4 feet, while maintaining service delivery access.
- Bicycle sharrows (shared lane markings) and parking (staple racks, corrals)
- Upgrade crosswalks and ADA curb ramps at pedestrian crossings
- Maintain on-street parking

Cost Estimate

Community Support

Project Benefits

SAFETY | **CONNECTIVITY/ MOBILITY** | **ACCESS** | **PLACEMAKING**

MOVE BALLARD SDOT Seattle Department of Transportation

14th Ave NW Corridor Study (NW 46th St – NW 65th St)

Purpose and Need

The 14th Ave NW corridor currently has a wide median with parking. This project would add higher quality protected bicycle lanes and buffered bicycle lanes as planned in the Seattle Bicycle Master Plan from NW 46th St to NW 65th St. The bicycle facilities will complement the planned facilities in the 14th Ave NW Park project (NW 59th – 61st St). This project improves bicycle safety and access by providing a designated connection between the East Ballard community and the Burke-Gilman Trail and the Ballard Bridge. This project would also seek to better organize on-street parking.

Potential Project Elements

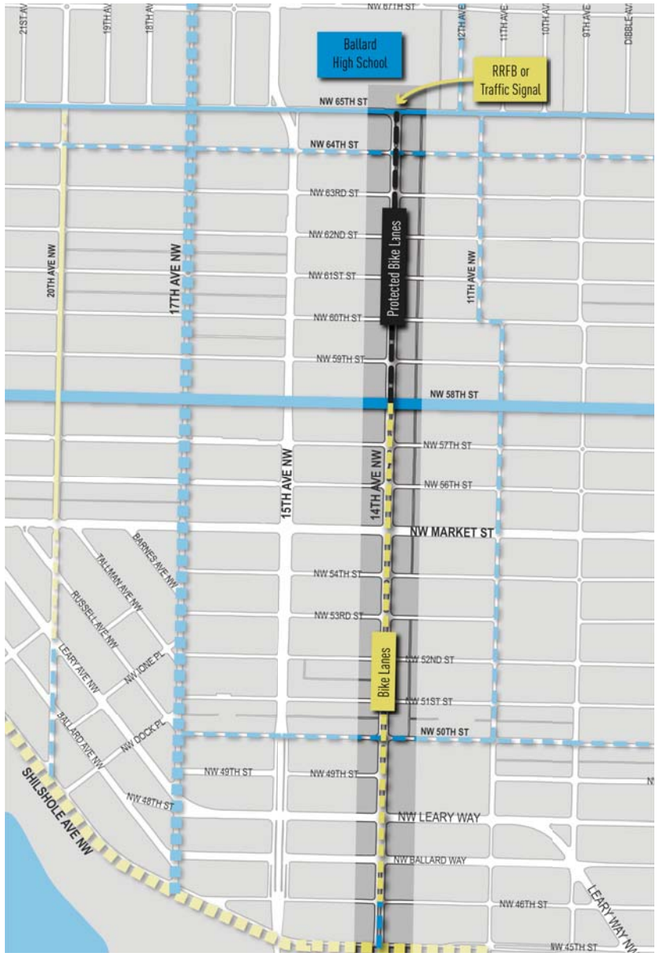
- Coordinate with the Seattle Parks Department so designs match any future changes to the 14th Ave NW median south of the 14th Ave Park between NW 59th St and NW 61st St
- Remove median to accommodate freight while allocating space for the new bicycle lane/ protected bicycle lane
- Add protected bicycle lanes from NW 58th St to NW 65th St
- Add bicycle lanes from NW 46ths St to NW 58th St
- Modify crossing at NW 65th Street for safe pedestrian and bicycle crossing

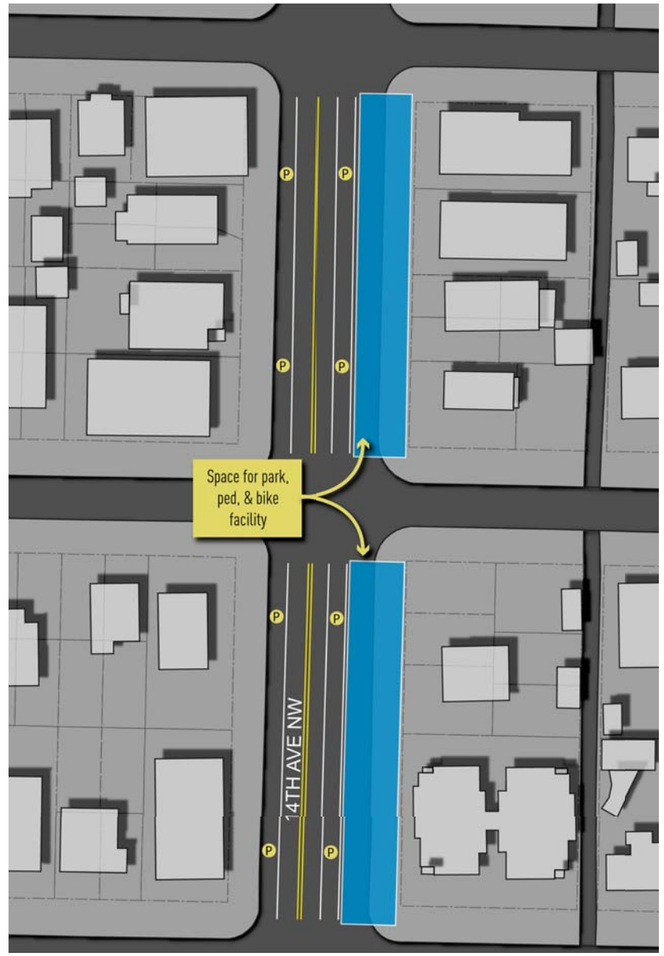
Cost Estimate

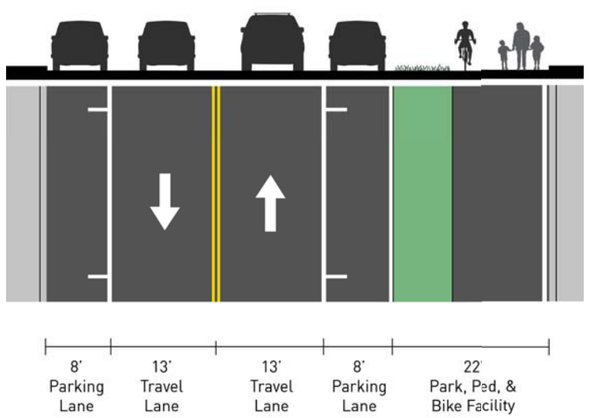
Community Support

Project Benefits

SAFETY | **CONNECTIVITY/ MOBILITY** | **ACCESS** | **PLACEMAKING**







Shilshole Ave NW / 17th Ave NW Truck Access Improvements

Purpose and Need

This improves freight access and mobility from the industrial sector between Shilshole Ave NW and the Ballard Bridge, a designated truck street. This is accomplished by adding an eastbound left turn pocket on Shilshole Ave NW at 17th Ave NW, a typical freight movement to access the Ballard Bridge. The current intersection layout has a one lane approach. Vehicles making a left turn onto 17th Ave NW can have trouble seeing on-coming cars around the curve, and vehicles can backup through moving vehicles as they wait for a gap to make the left turn.

This project would improve freight and auto access and mobility. By improving the freight access to truck streets, it also encourages separation of freight and the pedestrian activity near Ballard Ave.

Potential Project Elements

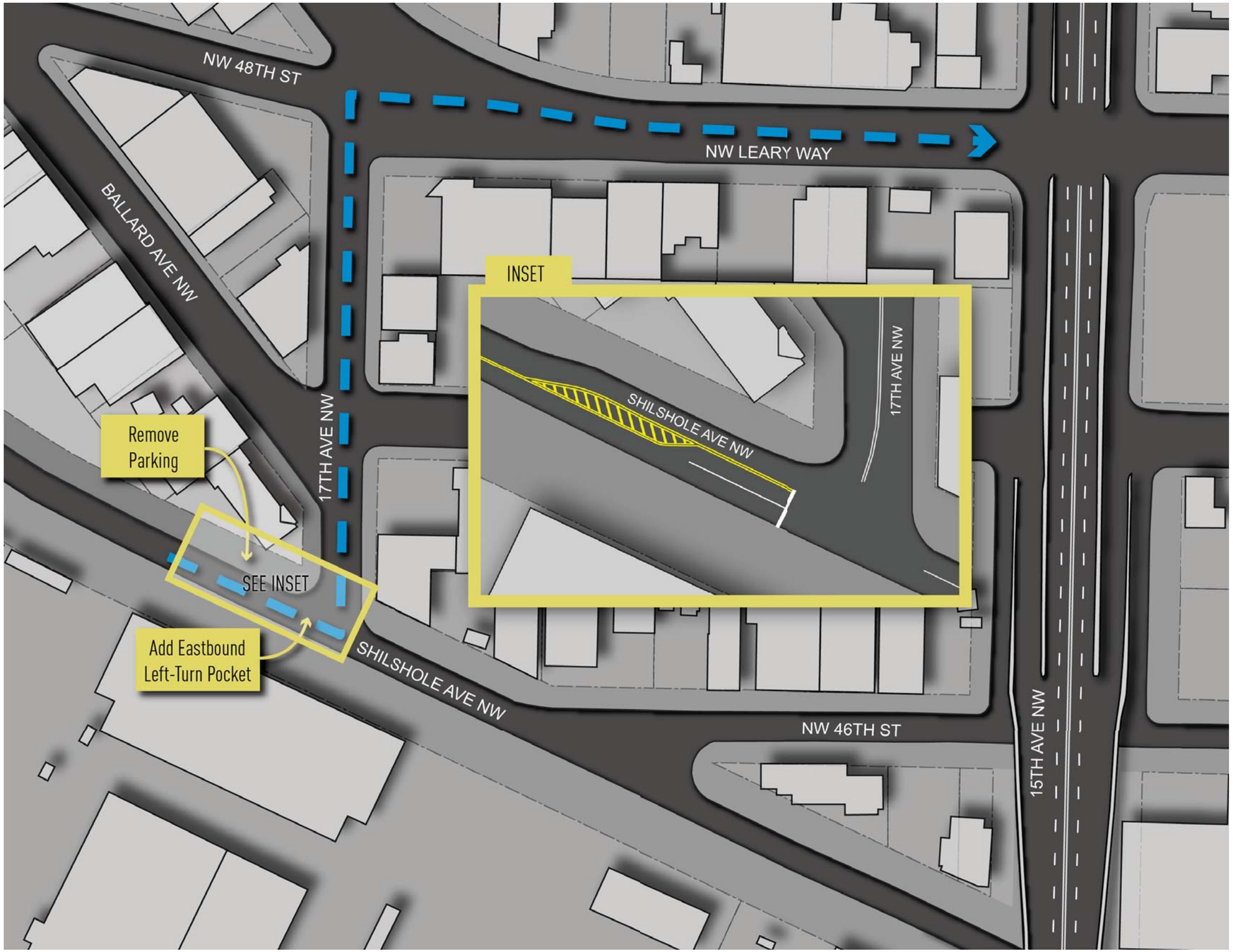
- Remove limited parking (about 3 spaces) on the northwest side of the intersection and reallocate pavement so that the roadway is wide enough for accommodate an eastbound left turn pocket
- Repaint roadway edge lines and striping to accommodate the new turn lane pocket
- Add no parking signs at appropriate locations

Cost Estimate

Community Support

Project Benefits

CONNECTIVITY/ MOBILITY **ACCESS**



24th Ave NW / Shilshole Ave NW Street End Access Improvement

Purpose and Need

Improve mobility through a series of intersections and access to the 24th Ave NW street end by completing pedestrian walkway on both sides of 24th Ave leading to the street end, improving turning movements, and adding safe street crossings. Project elements will evolve through evaluation of pedestrian, freight, bicycle and auto movements and coordination with capital projects and private development.

Potential Project Elements

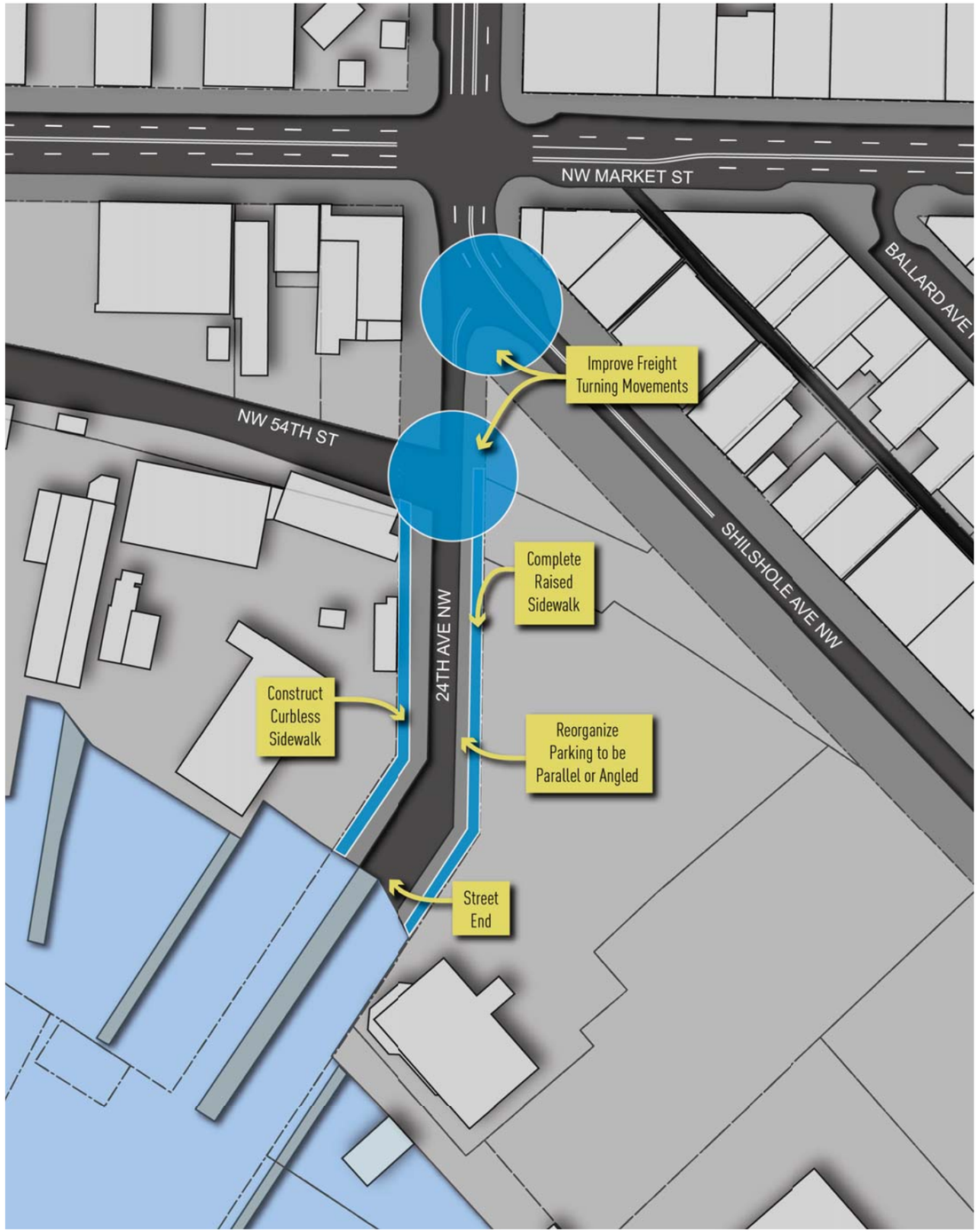
- Reorganize parking to parallel or angled on 24th Ave approaching the street end
- Complete sidewalk on the east and west sides of 24th Ave NW
- Improve freight turning movements onto Shilshole Ave from 24th Ave NW and in and out of NW 54th St
- Potentially reconstruct south leg approach of 24th Ave NW with Shilshole Ave to improve pedestrian access and freight movements. This could require removing some parking on the west side of 24th Ave NW just south of Market St
- Coordinate with the Threading the Needle project to improve the street end

Cost Estimate

Community Support

Project Benefits

SAFETY | **CONNECTIVITY/ MOBILITY** | **ACCESS** | **PLACEMAKING**



NW 52nd St Neighborhood Greenway

Purpose and Need

This project would improve the east-west bicycle access in Ballard, especially across the 15th Ave NW arterial that can act as a significant barrier for people walking and biking. The greenway would have a safer crossing at 15th Ave NW by leveraging the new planned traffic signal and would connect to the 17th Ave and 6th Ave Greenways. The Bicycle Master Plan identifies NW 50th Street as a potential neighborhood greenway. Further technical analysis and public input would occur before identifying the final street/route.

Potential Project Elements

Design elements will be identified through technical analysis and community input, however there are a few common neighborhood greenway elements we use everywhere:

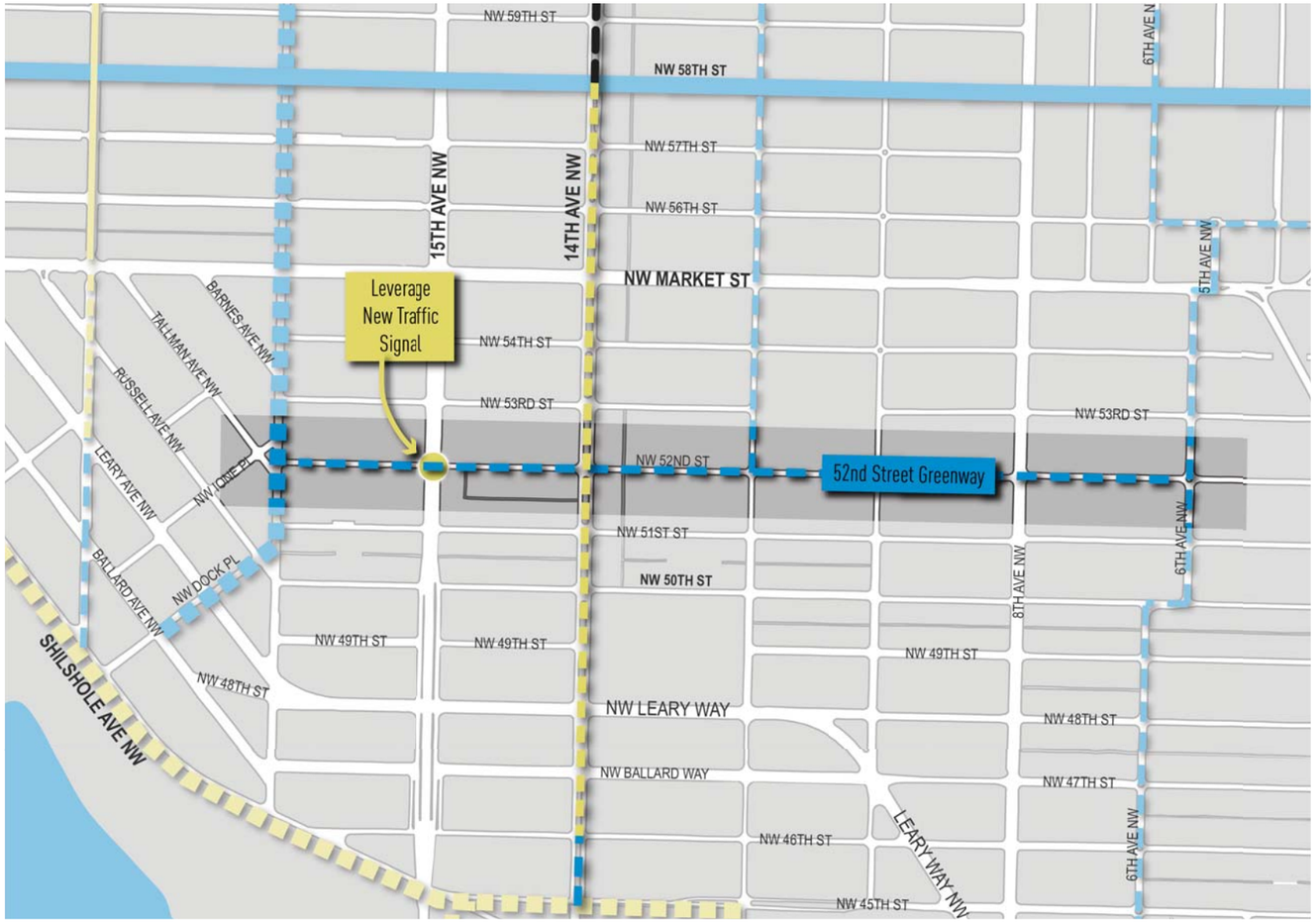
- Change the speed limit to 20 mph
- Add about one speed hump per block
- Add signs and pavement markings to help people find their way
- Add a some combination of curb extensions, rapid flashing beacons, crosswalks, medians, or traffic signals at busy intersections
- Add stop signs at streets crossing the greenway
- Smooth sidewalks and streets and add curb ramps

Cost Estimate

Community Support

Project Benefits

SAFETY | **CONNECTIVITY/ MOBILITY** | **ACCESS** | **PLACEMAKING**



MOVE BALLARD | SDOT Seattle Department of Transportation

20th Ave NW & NW 57th St Pedestrian Crossing

Purpose and Need

Ballard has a grid street network north of NW Market St, however there are locations near residential and retail land uses with no marked pedestrian crossings. One location is on 20th Ave NW at NW 57th St. The added crossing, potentially an RRFB or an all-way stop, would provide a safe marked pedestrian crossing. This new crossing will help accommodate the expected increase in pedestrian activity near the Ballard core area.

Potential Project Elements

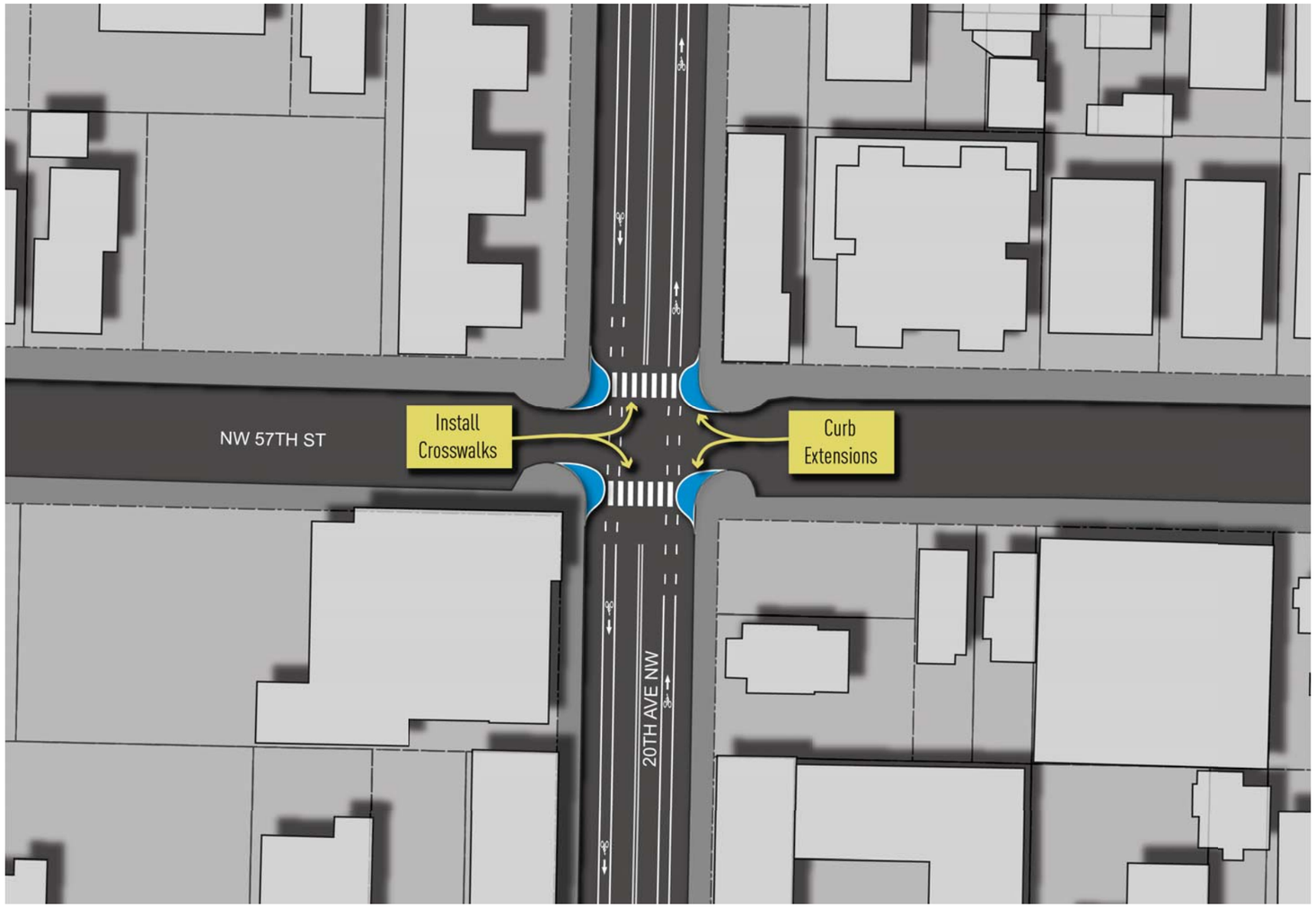
- Crosswalk markings
- Upgraded ADA curb ramps
- A crossing with rectangular rapid flashing beacons (RRFB) would require RRFB signs, poles, and power source. Another option is an all-way stop
- Construct curb bulbs into the parking lane to reduce crossing distance

Cost Estimate

Community Support

Project Benefits

SAFETY | **CONNECTIVITY/ MOBILITY** | **ACCESS**

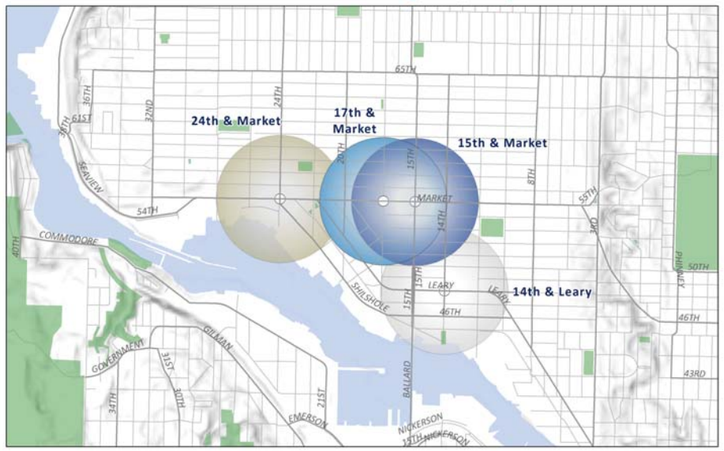


Station Area Evaluation

Background

- The Ballard to Downtown corridor has been prioritized for future high capacity transit service
- In 2013, SDOT partnered with Sound Transit to study potential alignments and conceptual station areas
- Potential stations were in the vicinity of 15th and Market, 17th and Market, 24th and Market, and 14th and Leary
- The purpose of this station area evaluation is to inform future SDOT and Sound Transit corridor planning and project development

Potential High Capacity Transit Station Areas

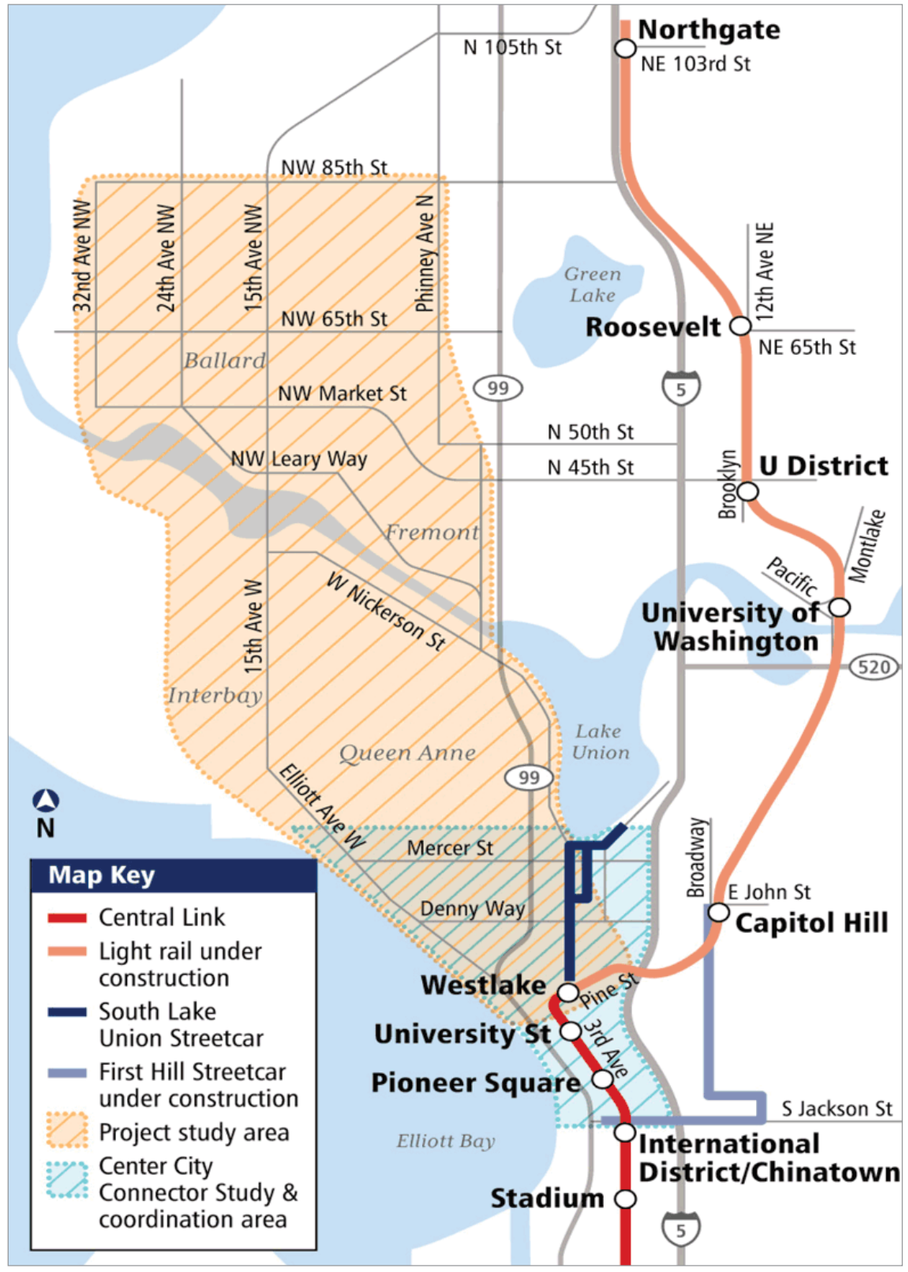


Station Evaluation Criteria

Station Evaluation Results

Ranking: 1, 2, 3, 4

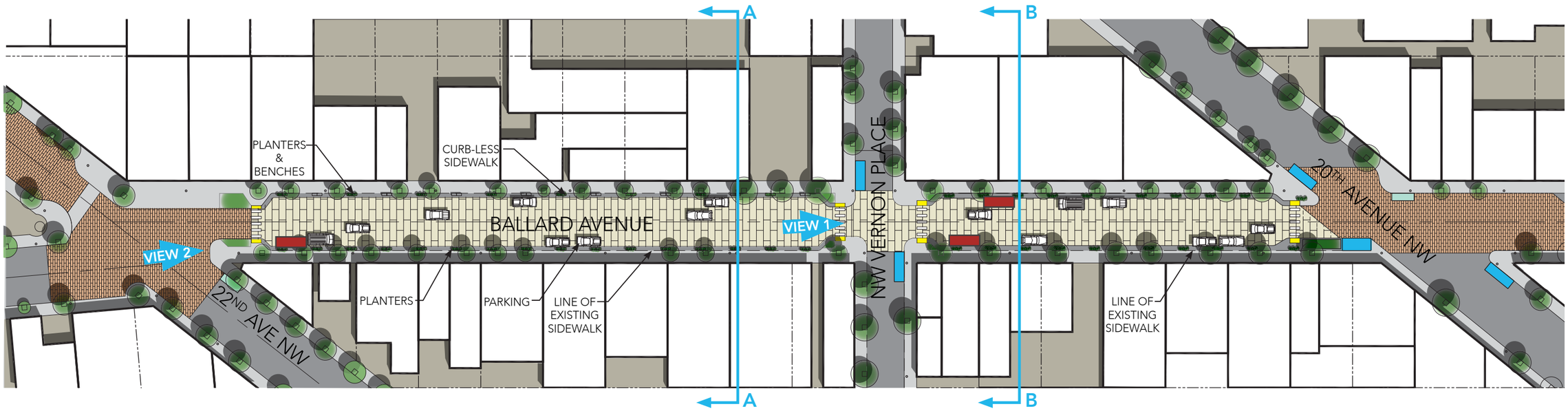
Station	TOTAL	People	Places	Potential	Ped/Bike	Preferences	Performance
Market & 15th	●	●	●	●	●	●	●
Market & 17th	●	●	●	●	●	●	●
Market & 24th	●	●	●	●	●	●	●
Leary & 14th	●	●	●	●	●	●	●



MOVE BALLARD SDOT Seattle Department of Transportation

Ballard Avenue Streetscape Concept Plan (Market St – Dock Pl)

Ballard Avenue **STREET IMPROVEMENTS** | **SITE PLAN**



SMALL BIKE CORRAL

LARGE BIKE CORRAL

STREATERY

SCALE: 1" = 80'-0" 0' 20' 40' 80' 160'

N

MOVE BALLARD SDOT Seattle Department of Transportation

Ballard Avenue Streetscape Concept Plan (Market St – Dock Pl)

Ballard Avenue **STREET IMPROVEMENTS** | **STREET VIEW 1**

STREET VIEW Looking Southeast over the intersection of Ballard Avenue and NW Vernon Place

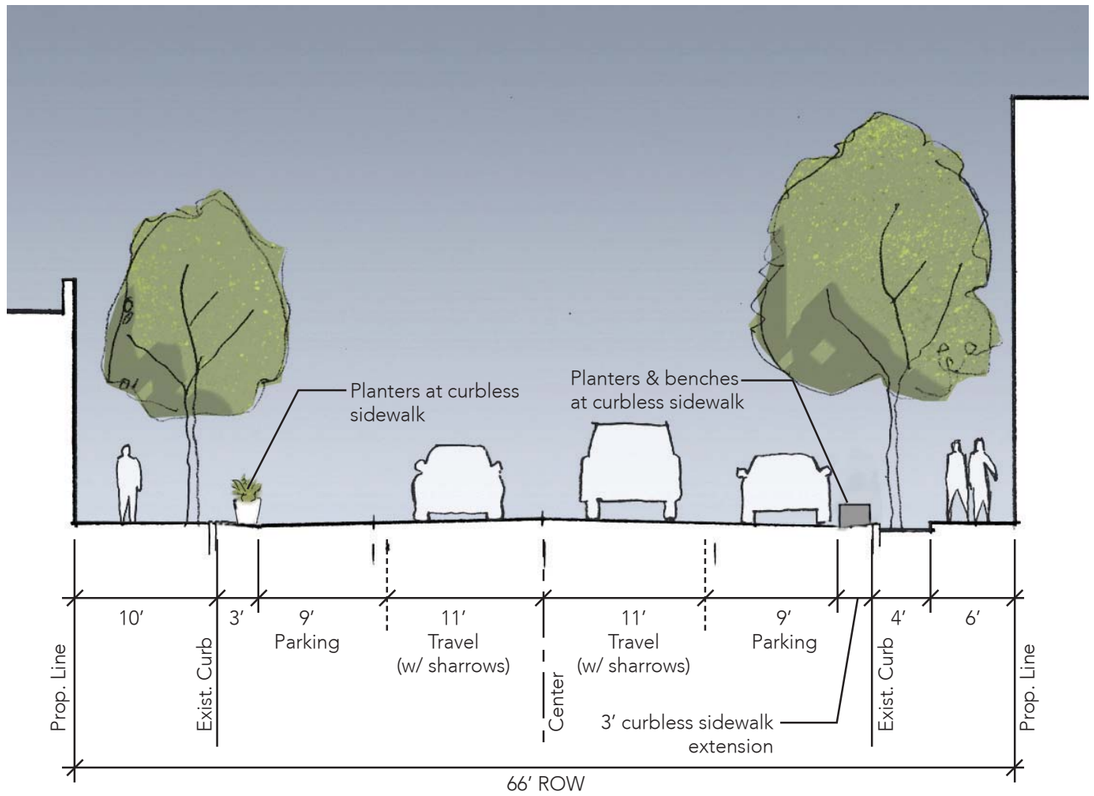
Ballard Avenue Streetscape Concept Plan (Market St – Dock Pl)

Ballard Avenue **STREET IMPROVEMENTS** | **STREET VIEW 2**

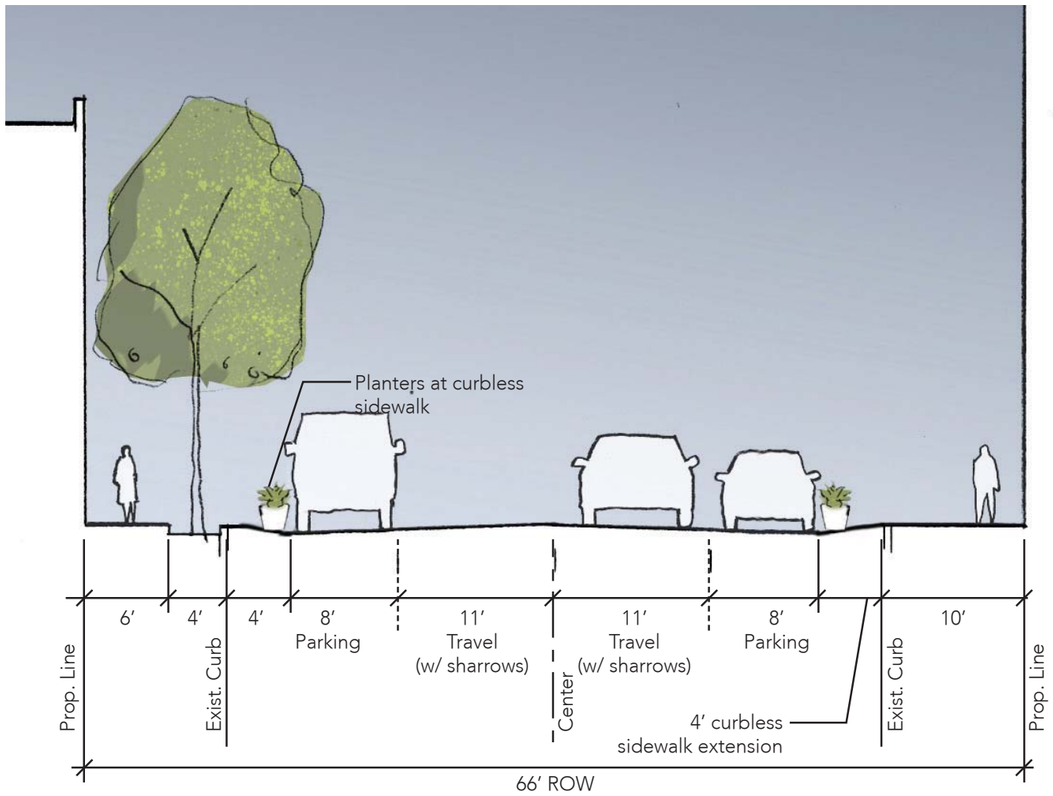
STREET VIEW Looking Southeast along Ballard Avenue from 22nd Ave NW

Ballard Avenue Streetscape Concept Plan (Market St – Dock Pl)

Ballard Avenue **STREET IMPROVEMENTS** | **SECTIONS**



SECTION A-A
Ballard Ave. between 22nd Ave NW and NW Vernon Pl.



SECTION B-B
Ballard Ave. between NW Vernon Pl. and 20th Ave NW

SCALE: 1″= 10′-0″ 0′ 5′ 10′ 20′