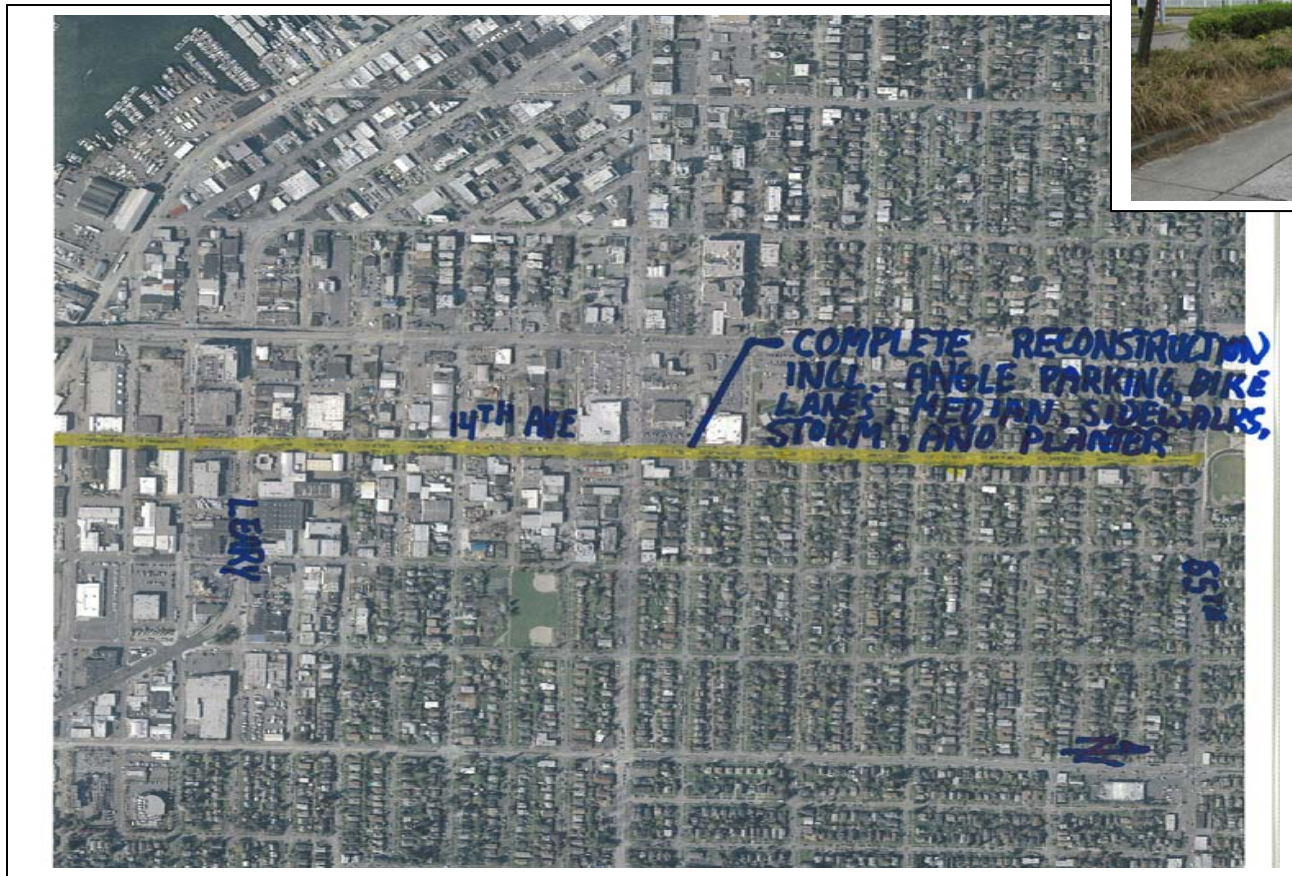




14th Avenue NW: NW 65th to Salmon Bay



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Project ID # 2007-468

Type of Improvement: Sidewalk
Neighborhood: West Woodland

Approximate Length: 5300 feet
Street Classification: Collector

Applicant Description of Problem and/or Project:

Problem: In East Ballard, 14th Ave NW is a one-mile road that runs from Ballard High School on NW 65th to Salmon Bay Ship Canal. It is home to a wide variety of businesses and residents. It is unsafe due to speeding vehicles, poor visibility due to poorly planned landscape and parking medians, poor road and sidewalk maintenance, deteriorating landscape, and lack of intersection planning. An increase in residential density and new businesses has meant more foot, bicycle and vehicle traffic on this avenue. The 14th Ave Visioning Project (14VP) was formed in late 2005 to address these concerns and engage the community in reaching a consensus on safety, aesthetic, and functional improvements to the avenue. A \$15,000 Department of Neighborhoods Matching Fund award allowed the 14VP to gather neighborhood input and hire Carlson Architects to develop a Vision Plan.

Suggested Project: This vision includes providing smooth and safe traffic through the corridor, ambiance of the corridor appealing to residents, businesses and visitors, safe intersections for pedestrian, vehicle and bicycle crossing, pedestrian-scale street lighting north of Market St, safe right-of-way for bicycle traffic, plus indigenous plantings and pervious pavement to naturally filter storm water before entering Salmon Bay. Our vision fits into the Crown Hill-Ballard Neighborhood Plan, recommendations in Seattle Parks Foundation Bands of Green Report, and the Seattle Bicycle Master Plan. One possible use for grant funding would be to create a demonstration project along one block of 14th Ave NW per the sketch at <http://14avenw.org/bridgegap.jpg>.

Potential Solution and/or Comments:

- Reconstruction of the entire street including angular parking lanes, bike lanes, 6-foot sidewalks, 7-foot planters on both sides, and a 18 foot median.
- Construct new catch basins and storm sewer to collect street runoff.

Challenges/Tradeoffs:

- The grant-funded demonstration project, as suggested by the applicant, would actually need to be two blocks long to be able to accommodate the reconfiguration of the vehicular traffic alignment.

Preliminary Range of Cost: \$ 22,700,000 to \$ 27,800,000 (cost of full length of project)
\$ 1,000,000 to \$1,300,000 (per block)