

EXECUTIVE SUMMARY

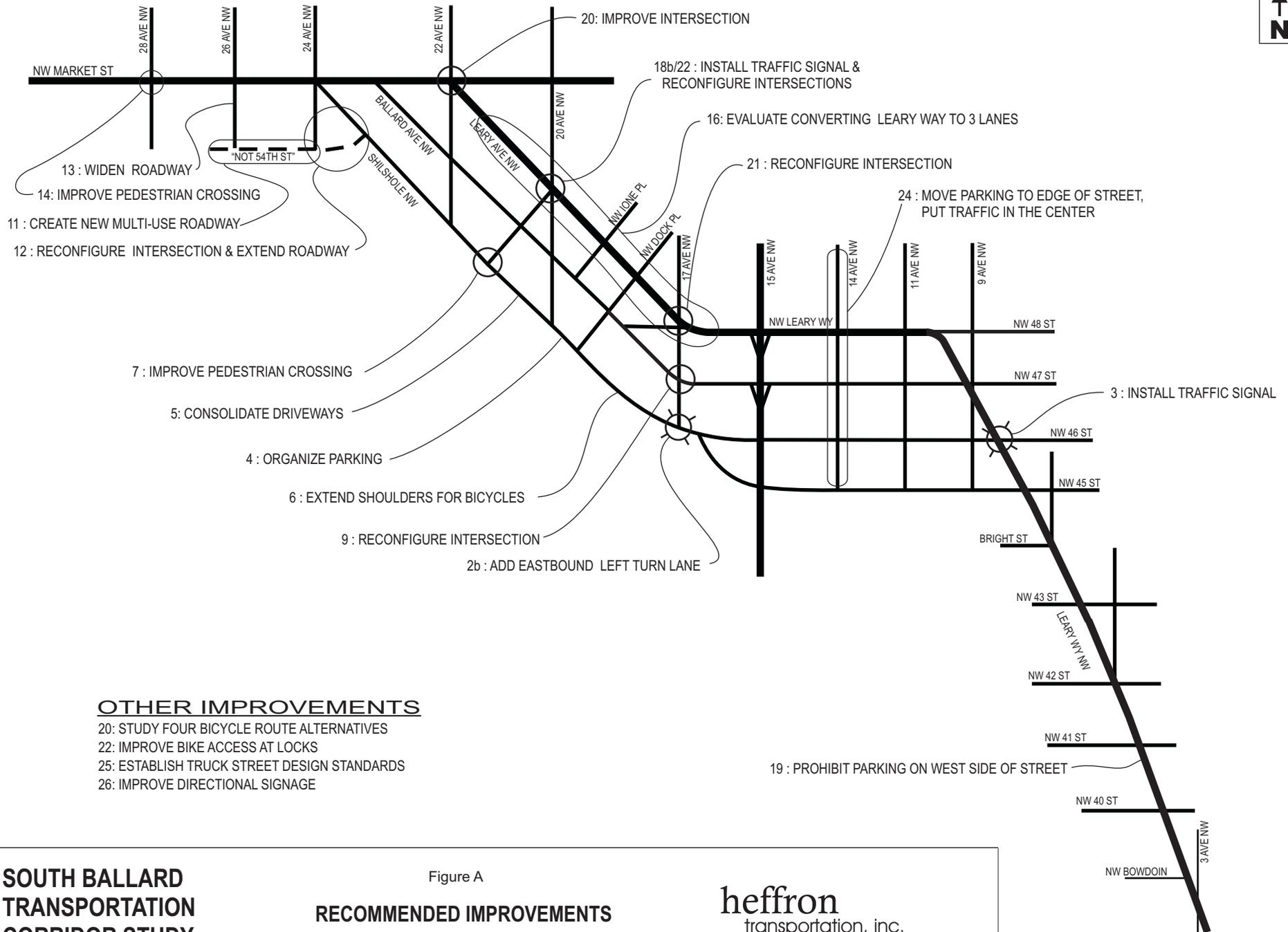
The South Ballard Transportation Corridor Study was launched to find solutions that would improve access and mobility, reduce conflicts among the modes of transportation, and improve safety for all modes. The following summarizes the recommendations of the study. The numbers correspond to the numbers assigned to each of the improvement options evaluated; missing numbers represent an option that was evaluated but is not recommended. The numbers are provided as a reference only and have no ranking associated with them. The recommended options are illustrated on Figure A.

Shilshole Avenue/46th Street/45th Street Corridor

- 2b. Add an eastbound left-turn lane at the Shilshole Avenue/17th Avenue intersection.** This lane should be at least 75 feet long plus a taper on both sides of the intersection. Further analysis of this recommendation will be incorporated into the *South Ballard Transportation Corridor Design Study* as decisions on the use of the right-of-way for a bicycle and pedestrian route may affect the design of a left-turn lane.
- 3. Install a traffic signal on Leary Way at 46th Street** as planned in the Leary Way and 46th Street Multi-Modal Improvements Project.
- 4. Organize/define parking on Shilshole Avenue and 46th Street.** Install wheel stops between the walkway/shoulder and the parking areas on Shilshole Avenue and 46th Street to prevent vehicles from parking on the walkway.
- 5. Consolidate access points along Shilshole Avenue.** Work with property owners to look for opportunities to consolidate driveways if a trail is constructed along Shilshole Avenue. If a property is redeveloped, seek to reduce the number of existing driveways along that property's frontage. No changes to access should be made that would significantly affect the ability of industrial businesses to operate in this area.
- 6. Provide shoulder on Shilshole Avenue.** Improve the shoulder on Shilshole Avenue for bicycles and pedestrians by paving four to five feet beyond the existing street edge, if the Burke-Gilman extension is not located along this street.
- 7. Install/improve pedestrian crosswalks on Shilshole Avenue north of Vernon Street.** The crosswalk enhancements may require commensurate improvements by property owners to link pedestrians through adjacent parking lots to building destinations.

Ballard Avenue Corridor

- 9. Improve Ballard Avenue/17th Avenue intersection.** Install a curb bulb on the southwest corner of the intersection. The curb bulb should be designed to retain access to parking for the adjacent business and provide a sufficient truck turning radius. (See Figure 14.)



OTHER IMPROVEMENTS

- 20: STUDY FOUR BICYCLE ROUTE ALTERNATIVES
- 22: IMPROVE BIKE ACCESS AT LOCKS
- 25: ESTABLISH TRUCK STREET DESIGN STANDARDS
- 26: IMPROVE DIRECTIONAL SIGNAGE

**SOUTH BALLARD
TRANSPORTATION
CORRIDOR STUDY**

Figure A
RECOMMENDED IMPROVEMENTS



West End Access Improvements

11. **Create a new multi-use public roadway at “Not 54th Street.”** Pave a new street in the City right-of-way adjacent to the railroad tracks that extends from 24th Avenue to 26th Avenue.
12. **Reconfigure the 24th Avenue/Shilshole Avenue intersection.** Construct a new connection from Shilshole Avenue to 24th Avenue along the City-owned right-of-way (“Not 54th Street”) adjacent to the railroad tracks (see Figure 15). Reconfigure the existing section of 24th Avenue between the new roadway and Shilshole Avenue to provide parking for adjacent businesses.
13. **Widen 26th Avenue between Market Street and “Not 54th Street”** when the adjacent parcels redevelop.
14. **Improve the pedestrian crossing of Market Street at 28th Avenue.** Install curb bulbs to reduce the crossing distance across Market Street, add a crosswalk between the bulbs, and improve signage and overhead lighting at the intersection.
15. **Improve bicycle access across the Ballard Locks.** Widen pedestrian passageways across the Locks to better accommodate bicycles. Extend hours when bicycles and pedestrians can cross the Locks.

Leary Way Corridor

16. **Analyze options for converting Leary Way to three lanes between 17th and 20th Avenues.** The options should incorporate measures, such as queue jumps, to maintain reasonable transit times through this section.
- 18b/22. **Install a traffic signal at the Leary Way/20th Avenue/ Vernon Place intersection.** Reconfigure the intersection at Leary Way/ Vernon Street/20th Avenue so that the south leg of 20th Avenue is separate and the remaining legs form a four-legged intersection (See Figure 17). Install a traffic signal when new development in the vicinity is built. Remove the existing unsignalized pedestrian crosswalk on Leary Way south of 20th Avenue and replace it with a new signalized pedestrian crossing at the intersection.
19. **Prohibit parking on Leary Way between 48th Street and 36th Street.** Parking should be prohibited on Leary Way from 7:00 A.M. to 6:00 P.M. on weekdays. This new restriction could begin with the west side (southbound traffic direction) of Leary Way, and if needed, added to the east side of Leary Way. Parking could be allowed in the evening and on weekends.
20. **Improve Market Street/22nd Avenue/Leary Way intersection.** Formalize the dual-left-turn movement from northbound Leary Way to westbound Market Street by adding overhead signs, in-lane pavement markings and lane delineation. If warranted by future development and resulting traffic growth, modify the curb bulb on the northwest corner of the Market Street/22nd Avenue/Leary Way intersection to provide an additional lane designated for thru-right traffic.
21. **Reconfigure Leary Way/ 48th Street/17th Avenue intersection.** Construct a channelization island on the south side of Leary Way east of 17th Avenue to narrow the intersection, and construct a small channelization island in the center of Leary Way on the west side of the intersection to improve pedestrian mobility and reduce vehicular conflicts at this intersection.

Burke-Gilman Trail Improvements

23. **Complete study related to the Burke-Gilman Trail extension.** The City should evaluate long-term and interim/phased solutions for bicycle and pedestrian routes through Ballard per the City Council adopted resolution.

Miscellaneous

24. **Reconfigure 14th Avenue.** Move the parking to the edge of the street and put traffic in the center of the street. Retain the rail spur in the center of the street, and provide adequate truck turning radii at intersections. Control minor intersections with a stop sign on the side street.
25. **Work with the Manufacturing Industrial Council (MIC) to designate a hierarchy of truck streets for street design standards.** Other stakeholders, such as the SBTCS Advisory Committee, should be included in the discussion of truck street designations in the South Ballard area.
26. **Improve directional signage for various modes of travel.** Install signs directing vehicles to Ballard from Interstate 5 and SR-99 along routes that are appropriate for large trucks. Signs should also be installed along the return routes. Install signs directing bicyclists to appropriate routes where it is easy to cross major arterials and reach popular destinations.