

# IMPROVEMENT OPTIONS

A preliminary list of improvement options was developed for the study area. These alternatives were developed based on input received from several sources:

- Workshop with representatives from neighborhood, business, industrial and bicycle interests.
- BINMIC and Crown Hill/Ballard Neighborhood Plans
- Analysis of existing and future transportation conditions
- Meeting with Friends of Burke-Gilman Trail and other bicycle advocates.
- Meeting with Ballard Terminal Railroad Company.
- Meetings with Seattle Transportation staff.

Individual improvement options are listed below. Each improvement is identified with a reference number that corresponds to reference numbers that were used to present the options at public meetings and in newsletters. The next section provides a detailed evaluation of each of the options.

## Shilshole Avenue/46th Street/45th Street Corridor Improvement Options

1. **Create a one-way couplet on 45th Street and 46th Street.** Make 46th Street a one-way street in the westbound direction and 45th Street a one-way street in the eastbound direction between Shilshole Avenue and Leary Way.
2. **Improve Shilshole Avenue/17th Avenue intersection.** Provide an eastbound left-turn lane on Shilshole Avenue, and consider the need for a traffic signal.
3. **Install a traffic signal on Leary Way at 46th Street or 45th Street.** The location of the new traffic signal will depend on the outcome of Option #1 above.
4. **Organize parking on Shilshole Avenue and 46th Street.**
5. **Consolidate truck access points along Shilshole Avenue corridor.**
6. **Provide shoulder on Shilshole Avenue for bicycles.**
7. **Improve pedestrian crossings.** Install crosswalks and/or traffic control for pedestrian crossings of Shilshole Avenue at Vernon Street and Shilshole Avenue south of 22nd Avenue. Consider special treatment of these crossings.

## Ballard Avenue Corridor Improvement Options

8. **Allow two-way traffic on Ballard Avenue.** Re-open Ballard Avenue to two-way traffic between Market Street and 22nd Avenue.
9. **Improve Ballard Avenue/17th Avenue intersection.** Narrow the southwest corner of this intersection, and evaluate four-way stop control.

## West End Access Improvement Options

10. **Increase vehicular capacity at the Market Street/24th Avenue intersection.**
11. **Create a new public roadway at “Not 54th Street.”**
12. **Reconfigure intersection at Shilshole Avenue/24th Avenue.** Move access point for 24th Avenue and “Not 54th Street” further south of Market Street, and maintain parking for businesses along existing section of 24th Avenue.
13. **Widen 26th Avenue between Market Street and “Not 54th Street.”** Widen the street to full standard width, and enlarge turning radii at corners.
14. **Install traffic signal at Market Street/28th Avenue intersection.**
15. **Improve bicycle access across the Ballard Locks.**

## Leary Way Corridor Improvement Options

16. **Convert Leary Way to three lanes from 17th Avenue to 20th Avenue.** Provide one-lane in each direction plus a center, two-way-left-turn lane.
17. **Convert Leary Way to five lanes from Market Street to 15th Avenue.** Provide two lanes in each direction plus a center, two-way-left-turn lane.
18. **Install traffic signals on Leary Way at 17th Avenue and 20th Avenue.** Evaluate traffic signals at these intersections in lieu of changes to the lane configuration changes in Options #13 and #14.
19. **Prohibit parking on west side of Leary Way south of 48th Street.**
20. **Improve Market Street/22nd Avenue/Leary Way intersection.** Several options to increase capacity through this intersection will be considered:
  - a. Remove parking on the west side of 22nd Avenue north of the intersection to provide an additional through/right-turn lane.
  - b. Prohibit northbound and southbound left-turn movements from 22nd Avenue to Market Street. Allow left turns to Leary Way.
  - c. Change 22nd Avenue south of Market Street to one-way southbound.
21. **Reconfigure Leary Way/ 48th Street/17th Avenue intersection.** Channelize the intersection, and separate conflicts between 17th Avenue and 48th Street on the southwest side of the intersection.
22. **Reconfigure Leary Way/ Vernon Street/20th Avenue intersection.** Channelize the intersection to reduce conflicts.

## Burke-Gilman Trail Improvement Options

- 23. Extend Burke-Gilman Trail.** Options to extend the Burke-Gilman Trail from its existing terminus at 11th Avenue to approximately 30th Avenue include:
- a. Within the rail corridor along 45th Street, the southwest side of Shilshole Avenue, and “Not 54th Street.”
  - b. Along 46th Street, northeast side of Shilshole Avenue, and “Not 54th Street.”
  - c. Along 45th Street or 46th Street, north on 17th Avenue, then in bike lanes or a signed route along Ballard Avenue to Market Street and along Market Street, or north on 22nd Avenue to 57th Street and then west to Seaview Avenue.
  - d. Bike lanes or a signed route along 57th or 58th Street with connections to the existing trail at 8th Avenue and/or 11th Avenue.

## Miscellaneous

- 24. Reconfigure 14th Avenue.** Move the parking to the edge of the street and put traffic in the center of the street.
- 25. Designate a hierarchy of truck streets.** Integrate with the City of Seattle’s upcoming process of establishing new street design standards, which may include standards for various levels of truck streets.
- 26. Improve signage indicating which routes are for trucks, commuters and bicyclists.**