

Ballard Neighborhood Greenway



Open House
April 11, 2013



Tonight's Presentation

- What is a neighborhood greenway?
- Original proposal: What we heard
- Revised NW 58th Street design
- Project costs and schedule
- Planning a network of neighborhood greenways
- Your questions

What is a Neighborhood Greenway?

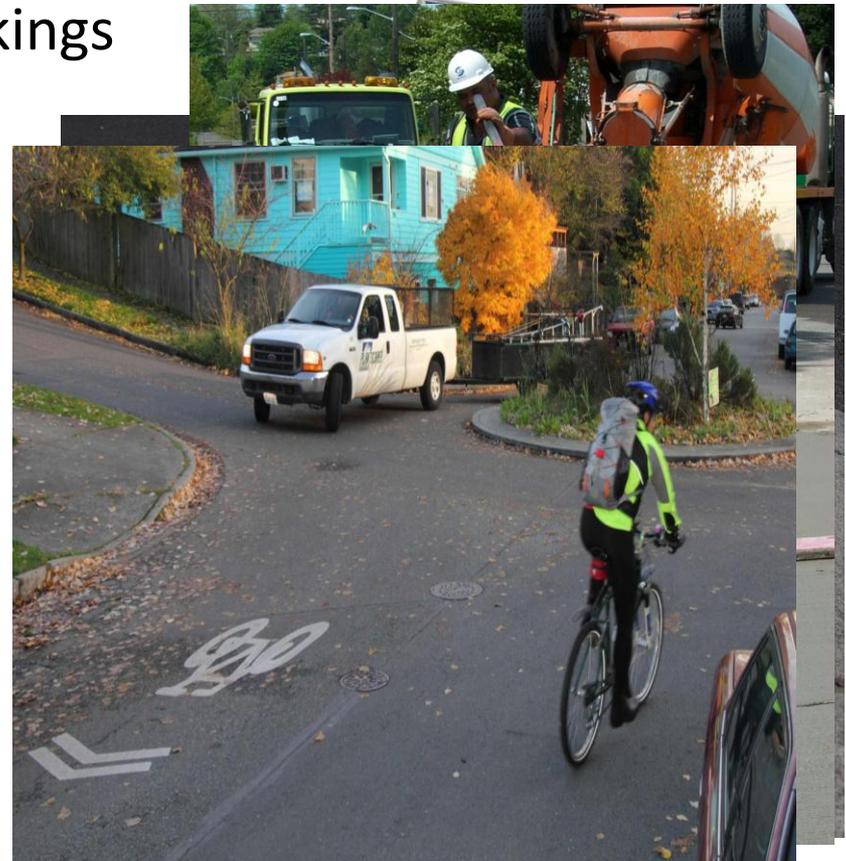
Safer more comfortable streets for people of all ages and abilities to walk and ride bikes.



Design Elements

Greenways include some combination of the following:

- Signs and bicycle pavement markings
- Sidewalk improvements
- Flashing beacons
- Pavement repairs
- ADA ramps
- Intersection medians
- Speed humps
- Bicycle parking



Best Locations

Residential streets with low car speeds and volumes and fewer hills



Ballard Farmers Market



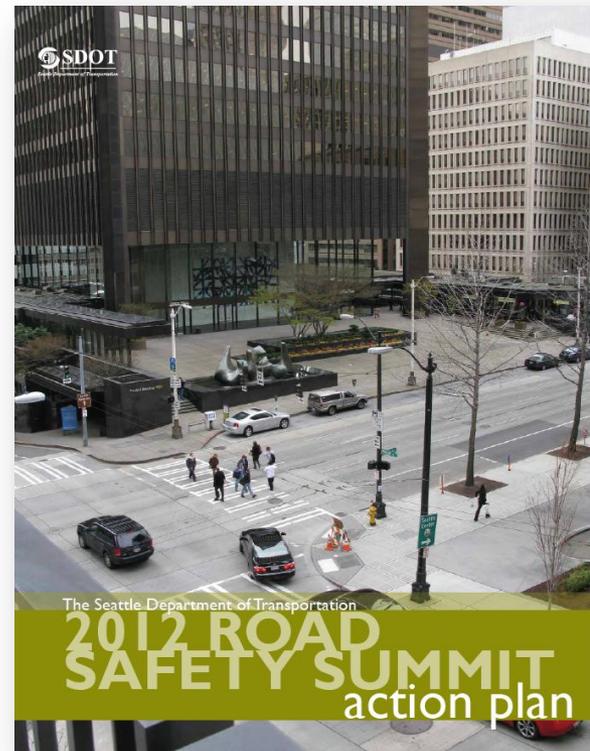
Thyme Patch Park

Residential streets that connect to schools, parks, libraries and shops

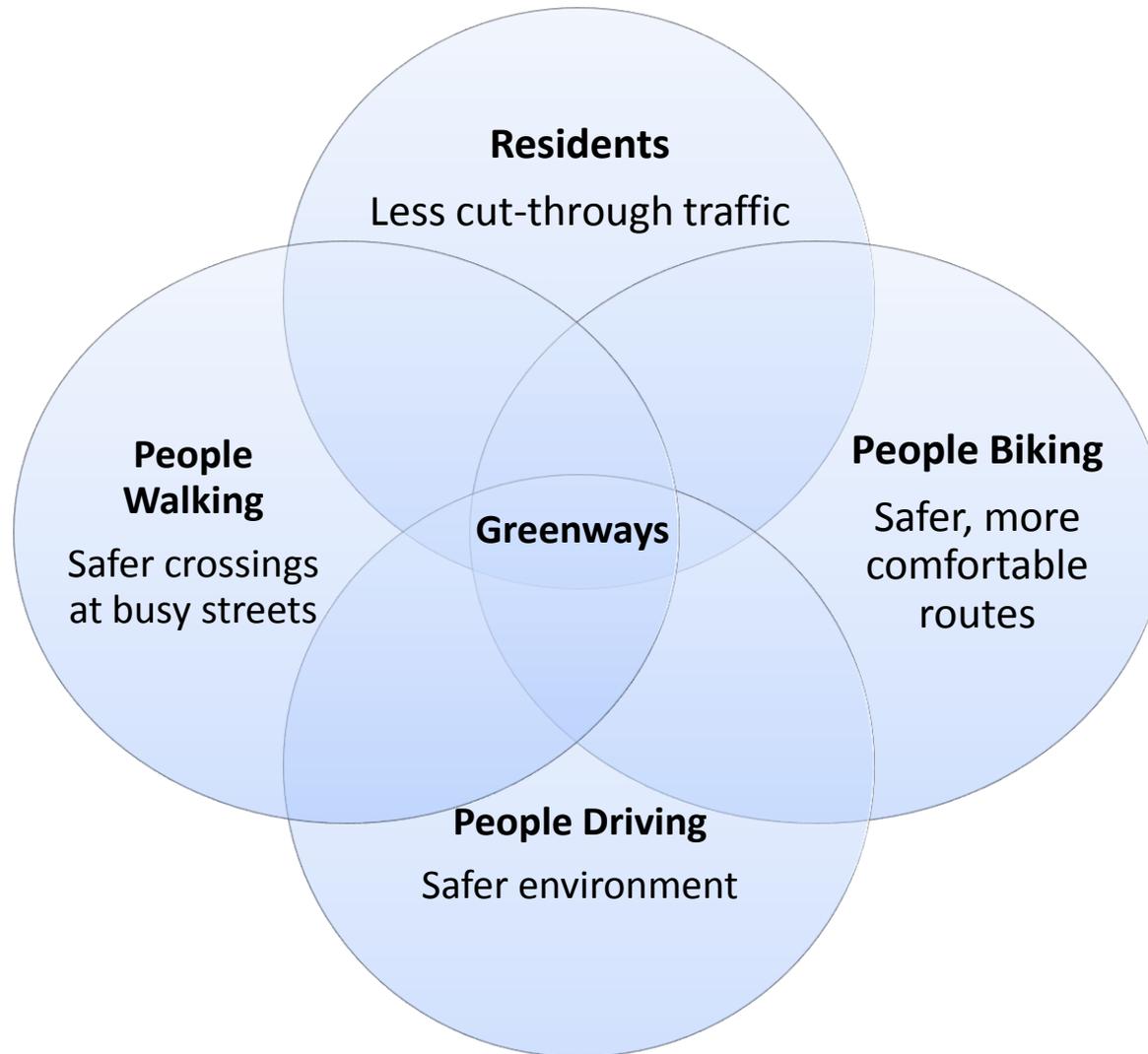
Safety

Seattle has a goal of zero traffic fatalities and serious injuries by 2030.

Our approach: Focus on education, environment, enforcement, evaluation, and empathy

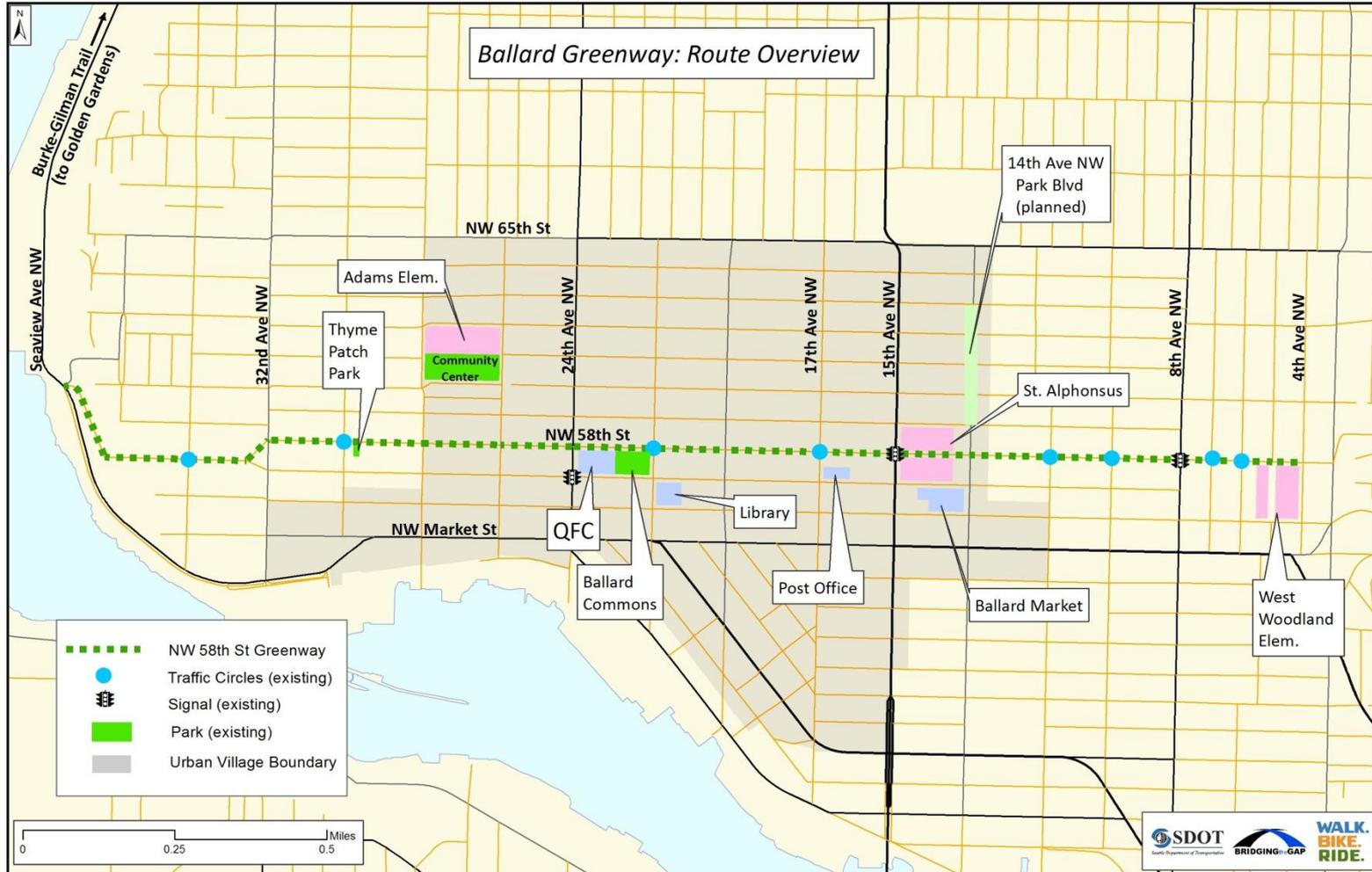


Who Benefits



Ballard Neighborhood Greenway

Location– NW 58th Street



Original Proposal: What We Heard

 **City of Seattle**
Seattle Department of Transportation

Peter Hahn, Director

NW 58th Street Neighborhood Greenway
Questions and Answers
March 2013

The Seattle Department of Transportation (SDOT) has been collecting public input over the past year on the NW 58th Street Neighborhood Greenway. Below is a summary of the questions we have received and their answers. More information about the project can be found at www.seattle.gov/transportation/ballardgreenway.htm. Visit www.seattle.gov/transportation/greenways.htm to learn more about neighborhood greenways in general.

1. How can I get involved and participate in the development of this project?

SDOT has revised how we approach neighborhood greenway projects to more actively involve residents and the broader community from the start. Future projects will host two open houses. The initial open house will be an opportunity for all residents and businesses to participate and provide input about the challenges they face when traveling around the neighborhood, where auto use is low and where they want to walk or ride a bike more. Feedback will then help shape the design proposal that will be shared at a second open house.

Additionally, we want to more clearly convey what a neighborhood greenway is. Neighborhood greenways are new in Seattle, so there are not a lot of real-life examples we can point to. Because of this, we are working on ways to better demonstrate what we are proposing and how it can enhance your street and make you, your family and friends safer.

For Ballard, we paused our schedule for a few months to do additional outreach. We are now ready to share the final project design which incorporates feedback. A second Open House for the Ballard Neighborhood Greenway will be held April 11 in the Ballard High School Lunchroom from 6 to 7:30 p.m. A presentation will be given at 6:30 p.m. followed by a question and answer session.

2. What outreach has been done since the July 2012 Open House?

Since the initial open house, SDOT further studied the options for the greenway based on what you told us. We met with the East Ballard Community Association, Central Ballard Residents Association and Ballard Business representatives to solicit their collective input about how to best improve bicycling and walking in Ballard. We took all of the feedback we received to date and revised the project plans based on your input.

3. Are you adding a bike lane and will it take away on-street parking?



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Image courtesy of Ballard Greenways Organization

- Incorporate public feedback
- Consider median and access impacts at 24th Ave NW
- Leave on-street parking
- Comfortable with 8th Ave NW signal as exists
- Support diverter at St. Alphonsus School

Wider Sidewalk at Seaview Ave NW

What

- Trim adjacent vegetation
- Widen sidewalk from 5 to 10 ft
- Add new bike ramp to sidewalk at 37th Place NW
- Restrict parking around new ramp



Benefit: More space for people walking and biking

Flashing Beacons at 24th Ave NW

What: Install 4 Rectangular LED Rapid Flash System and a crosswalk



Existing conditions

Benefit: Increase driver yielding behavior at crosswalks being used by people walking and biking

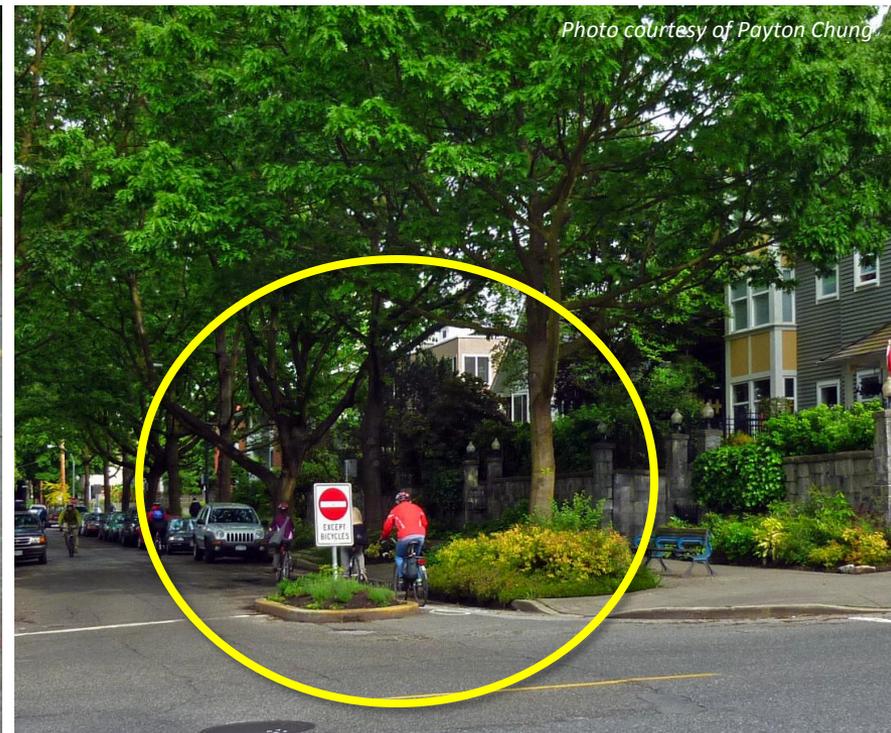


Partial Diverter at 15th Ave NW

What: Restrict eastbound traffic to NW 58th Street



Existing condition



Example of new treatment

Benefit: Reduces traffic volumes along the greenway improving conditions for people walking and biking

20 Miles Per Hour Speed Limit

What: Change speed limit on NW 58th Street to 20 mph



Benefits

- Drivers are better able to stop
- Lessens severity of injuries should collisions happen

New Stop Signs

What: Install stop signs at 12 intersections (total of 24 signs)



Benefits

- People who walk and bike get priority when crossing the road
- Drivers stop before making turn improving chance of seeing people

New Speed Humps

What: Add speed humps at 24th Ave NW, west side of 15 Ave NW and at 8th Ave NW



Benefit: Slows motorists and alerts them that they are entering a greenway

Other Improvements

- ADA ramps at 8th, 14th, 20th, 24th and 32nd Aves NW
- Crosswalks and crossbikes at the same locations



Example of ADA ramp



Example of crosswalk and crossbike

Benefit: Easier for walkers, wheelchairs, strollers and others to cross

Other Improvements

- Sidewalk repairs
- Pavement repairs
- Wayfinding and greenway signs
- Bike parking



Construction Cost and Funding

Improvements (funded by Bridging the Gap)	Cost Estimate
Sidewalk widening at Seaview Ave NW	\$70,000
Flashing Beacons at 24 th Ave NW	\$70,000
Partial Diverter at 15 th Ave NW	\$45,000
Convert signal at 8 th Ave NW	Removed
Additional arterial crossing improvements	\$185,000
Signs and markings	\$145,000
Sidewalk and pavement repair	\$315,000
Speed humps	\$85,000
Total	\$915,000

Project Schedule

July 2012: Public meeting

Fall 2012: Meetings with community groups

Spring 2013: Final design and second public meeting

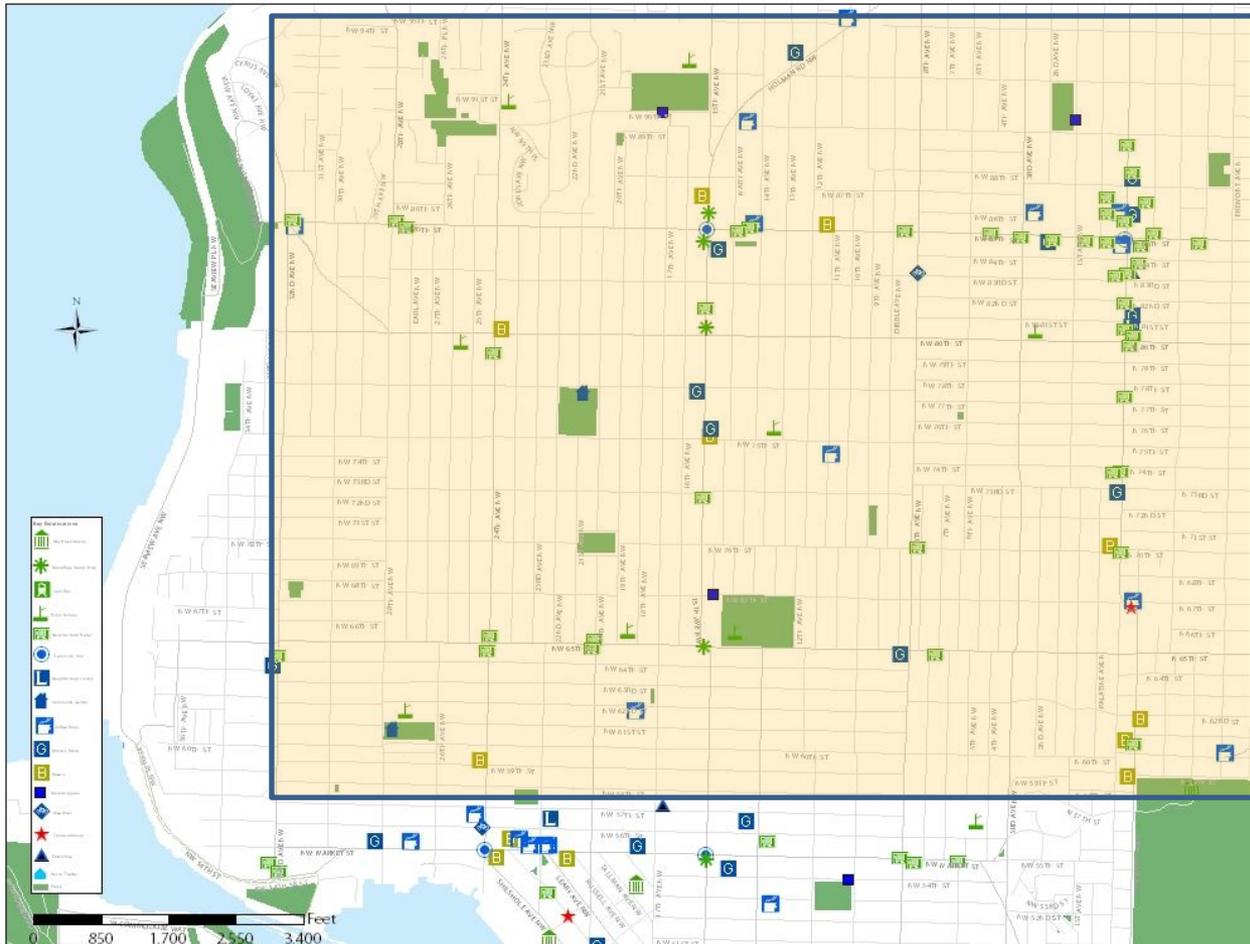
Spring/Summer 2013: Installation and construction of project

Summer/Fall: “Ballard Box” outreach

Summer 2014: After study

The Ballard Box

Creating a connected route



Which streets would work best?

Questions?