



DRAFT July 2023

BALLARD AVE Mobility and Access Refinements

Phase 2 -**DRAFT**

CERTIFICATE OF APPROVAL
APPLICATION

Record DONH-COA-00968

BALLARD AVE
LANDMARK DISTRICT

SEATTLE DEPARTMENT OF TRANSPORTATION

Aditi Kambuj, Ian Macek

July 2023

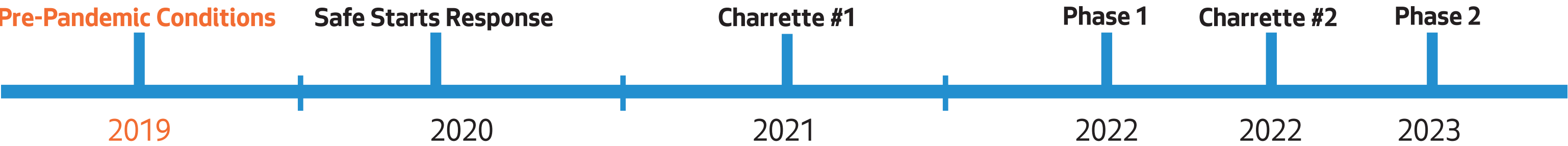
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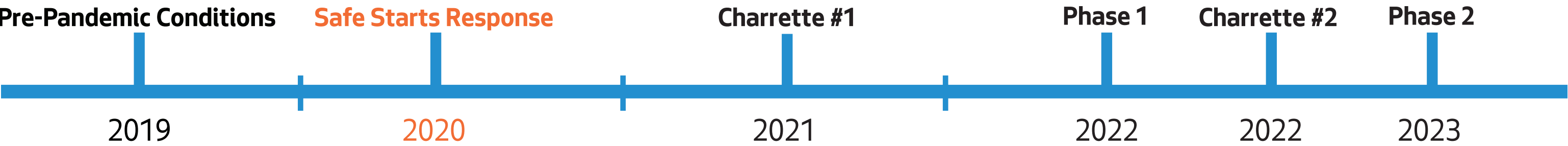
Background & Timeline

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Background & Timeline

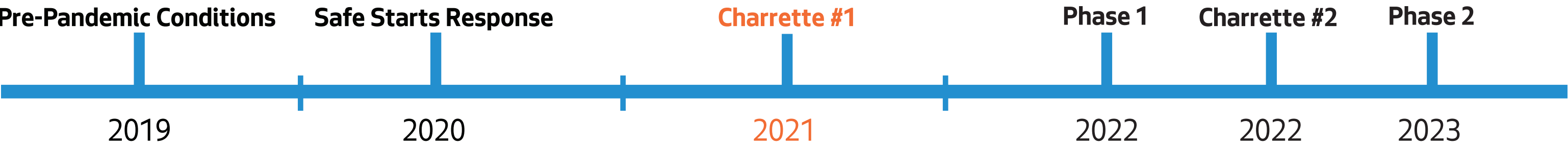
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- Street cafe structures, Food pick-up zones and other business access changes, Temporary one-way operations and signage

Background & Timeline

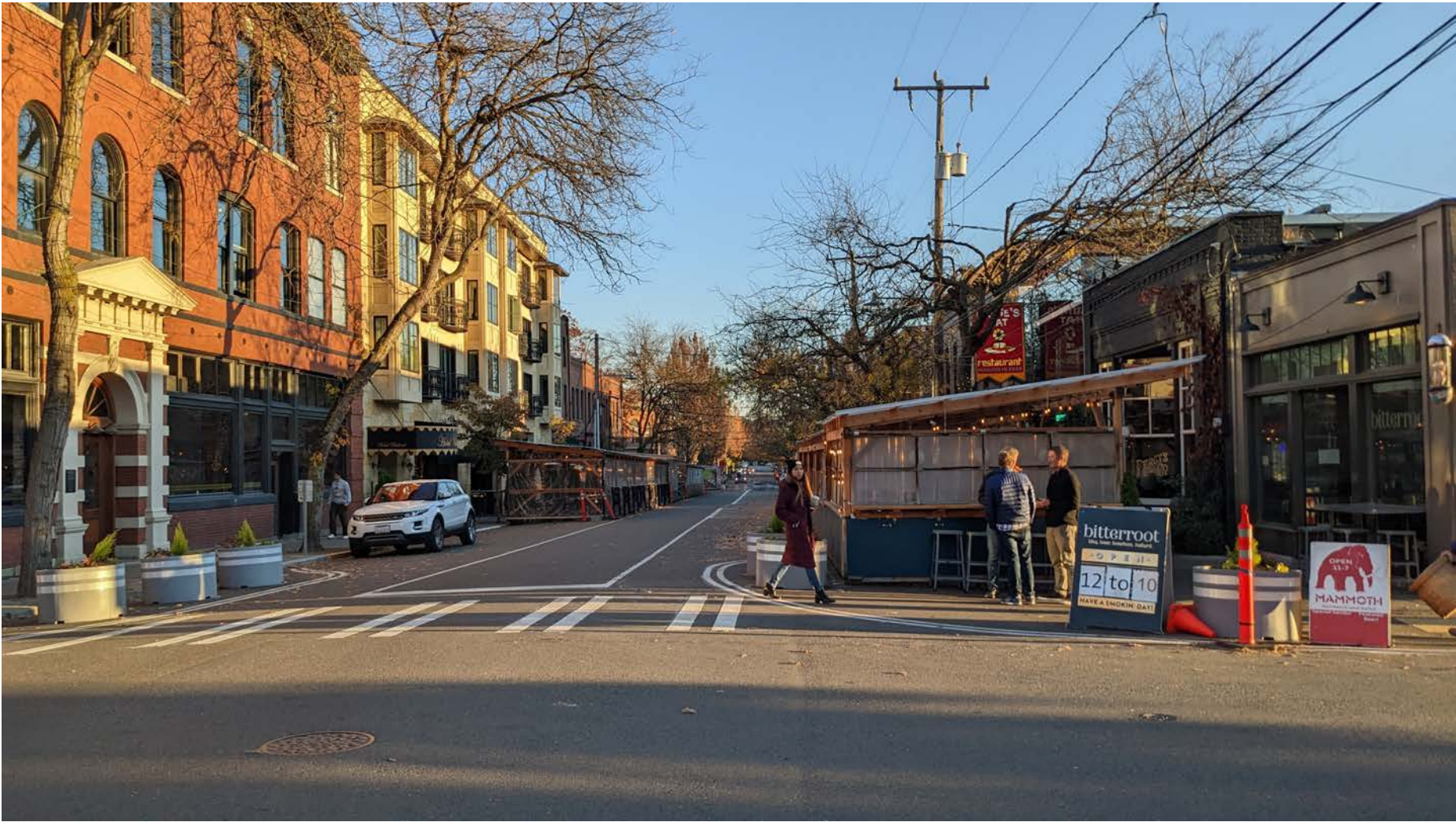
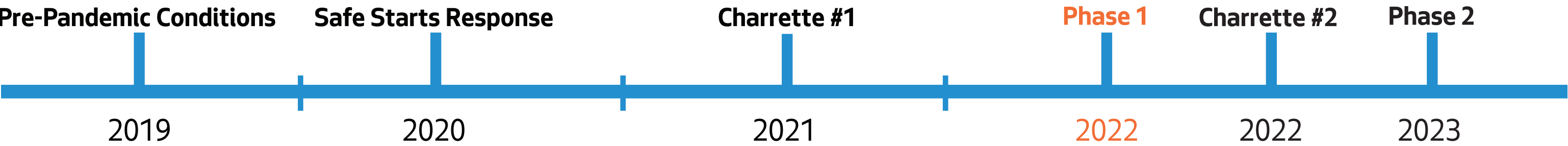
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- Support for changes identified long term vision, and immediate term improvements to improve safety for people walking, flow of goods, and de-cluttering.

Background & Timeline

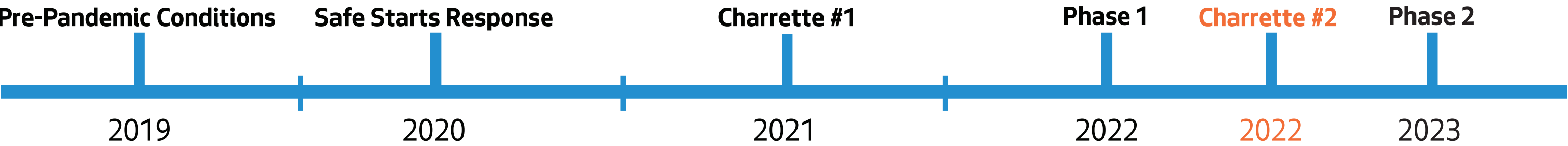
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- Implemented one-way, interim bulbs, signage decluttering, tree pit improvements, organized and clarified curbside activity and street operations

Background & Timeline

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- Need to improve accessibility (curb bulbs, ADA parking)
- Need to improve pedestrian legibility and safety at intersections, particularly at night
- Request for more space dedicated to public seating and walking

Why do people visit Ballard Ave?

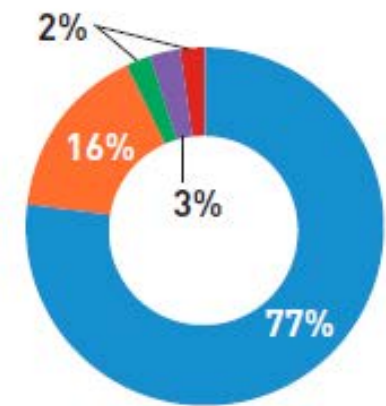
When asked to choose all the reasons they come to Ballard Ave, folks chose dining, community events (like the Farmers Market or Ballard Seafood Fest), and shopping as their top three reasons.



How do people rate the changes to Ballard Ave?

This included adding outdoor street cafes and making the road one-way.

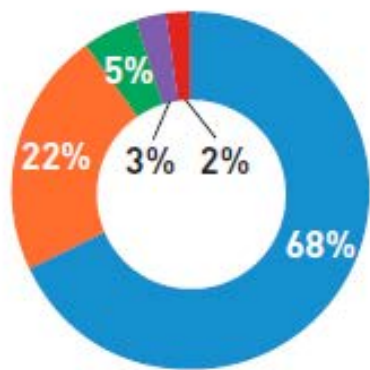
93% said the changes were positive or very positive!



How do they rate the changes made in the last month?

This included adding planters, more pedestrian space, designated loading, roadway signage and striping, and all-way stop intersections.

90% said the changes were positive or very positive!



Very Positive Positive Neutral Negative Very Negative

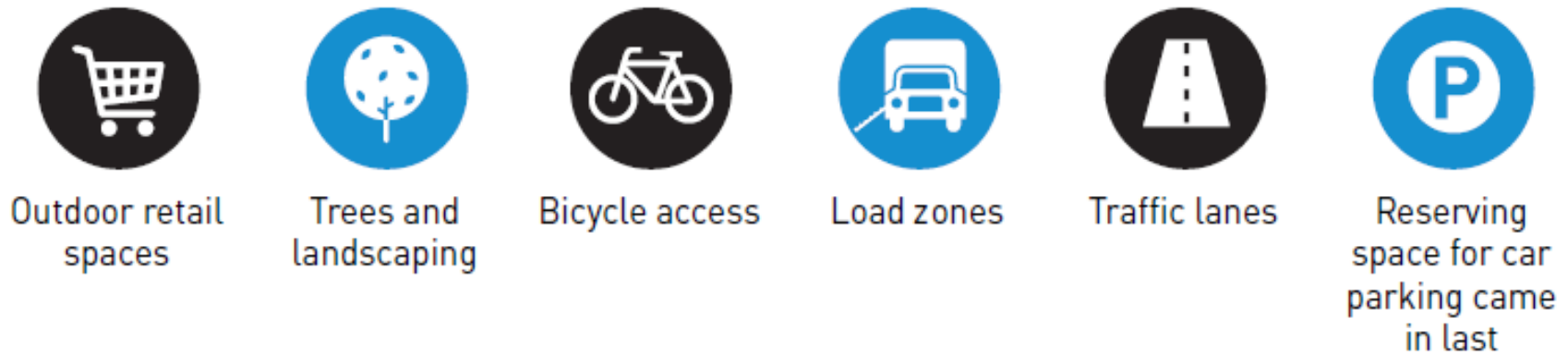
What aspect of Ballard Ave improvements do folks like the most?

Adding curbside cafés to the street was overwhelmingly the top choice. Others, in order of rank, were:

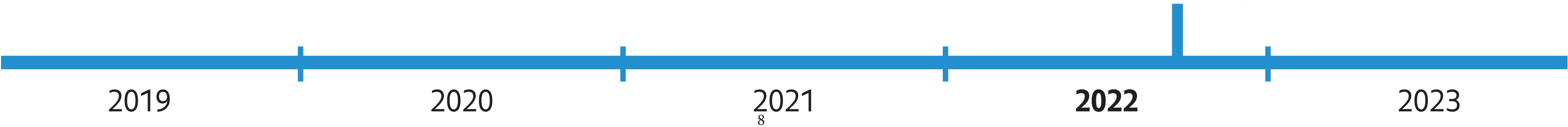


What is the most important use of space along Ballard Ave?

People ranked curbside cafés as their number one choice and providing most space for pedestrians as a close second. Other choices, in order of ranking, were:




Online Survey

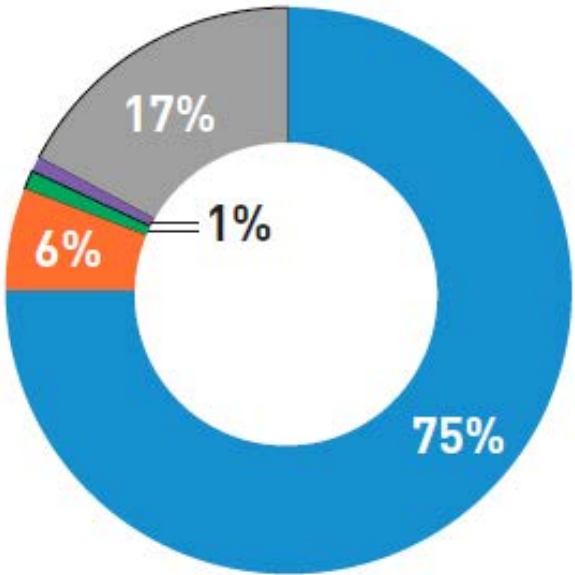


Community Feedback

- 3 out of 4 people traveling along the street are pedestrians with more people observed along the 5300 block
- Pedestrian volumes were similar to pre-pandemic counts on many of our busiest pedestrian streets in Capitol Hill, Belltown, and Chinatown International District
- While weekends were the busiest time surveyed, weekday evenings also saw a lot of activity

 Ballard Ave NW is extremely social. **79%** of people were lingering in a group of at least 2 people, compared to only **51%** of people in 2018.

How are people traveling along Ballard Ave NW?

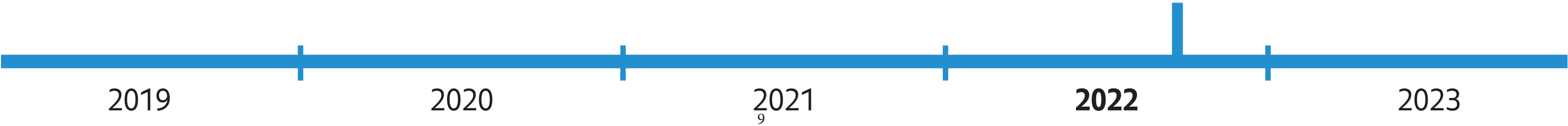


- People walking
- People cycling
- People using micromobility
- People using supportive mobility devices
- People in cars (including drivers and passengers)

4.5x more people walking (unsupported or supported) than driving in cars

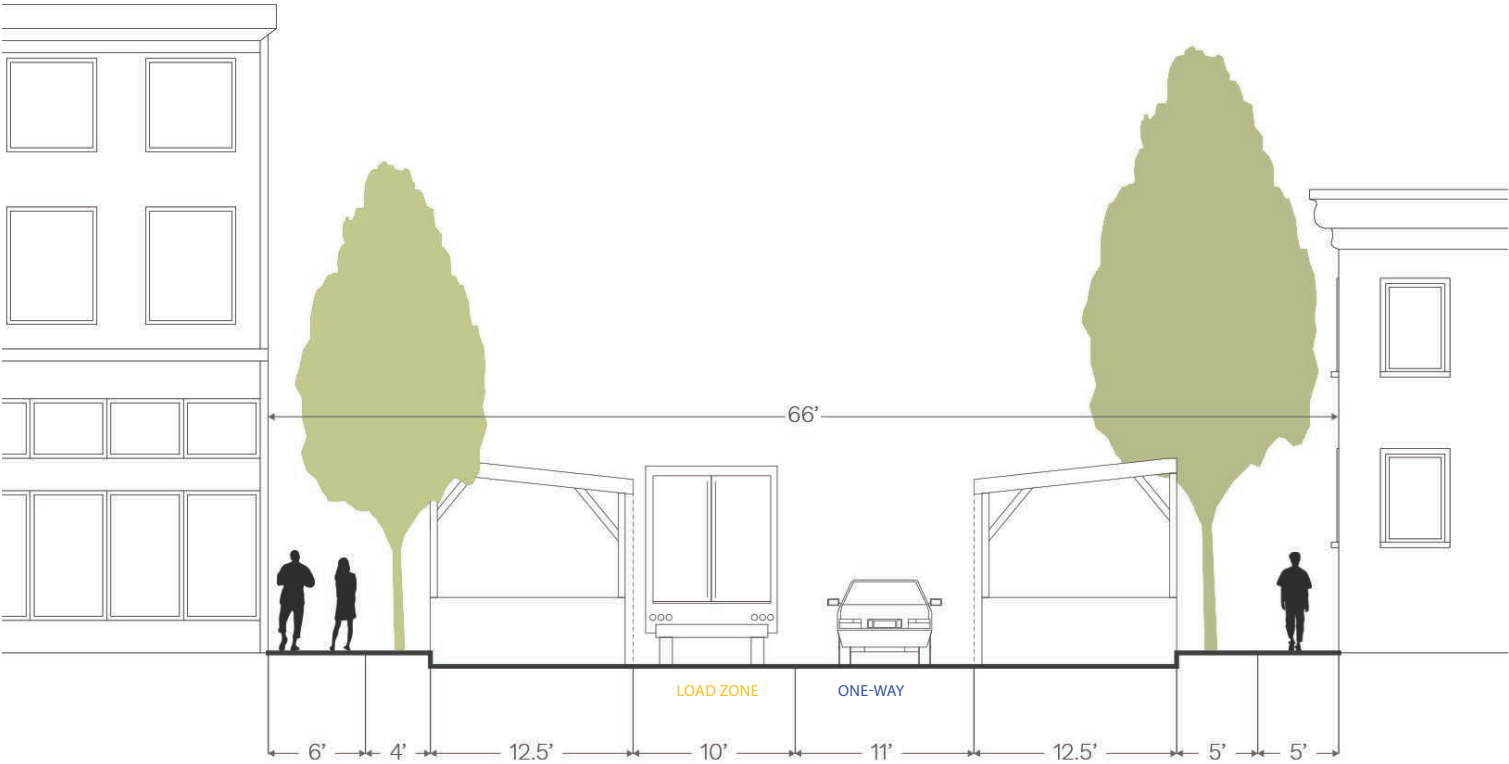
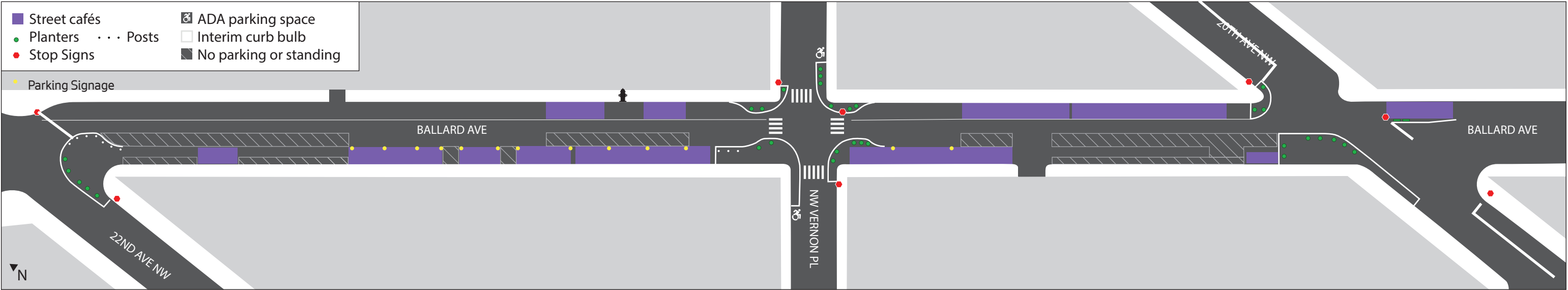


Public Life Survey



2023 Existing Conditions - Concept Plan

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Additional Observations

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- Fire access needs
- Intersection legibility and safety
- Illegal parking
- Crowded sidewalks and spillover
- Bicycle mobility

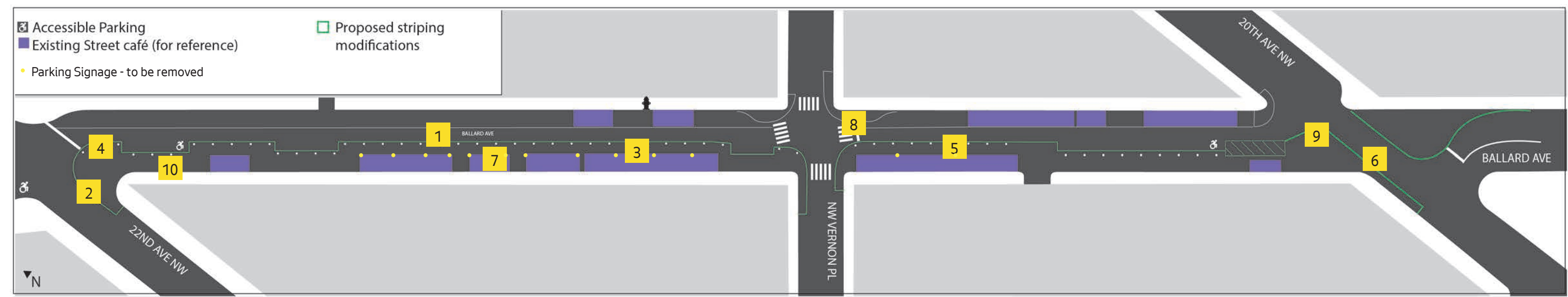


Phase 2 Project Goals

1. Create interim updates to meet immediate needs and inform ongoing community conversation for the longer term vision for the corridor.
2. Improve corridor operations, with a particular focus on enhancing pedestrian mobility and safety, and business access.
3. Create a flexible design that can adapt to accommodate weekly farmers market needs.
4. Improve compliance with parking regulations.
5. Meet Seattle Fire Department access needs.
6. Create a "slow, shared Cafe Street". Use design and geometry and organize operations to slow cyclists and vehicles to create a highly pedestrian friendly environment.
7. Improve intersections operations at 20th Ave NW and Ballard Ave NW. Specifically, improve legibility of where pedestrians can cross, decrease exposure to traffic, slow traffic speeds, and increase predictability for people driving.
8. While needing to remain within the MUTCD (Manual of Uniform Traffic Control Devices) standards for traffic control devices, explore options that better suit the historic district character (color, materials, application).
9. Declutter unnecessary signage.
10. Create spaces for movable seating outside cafe's. Identify additional bicycle parking spaces and designated bike and scooter share areas to serve the corridor.

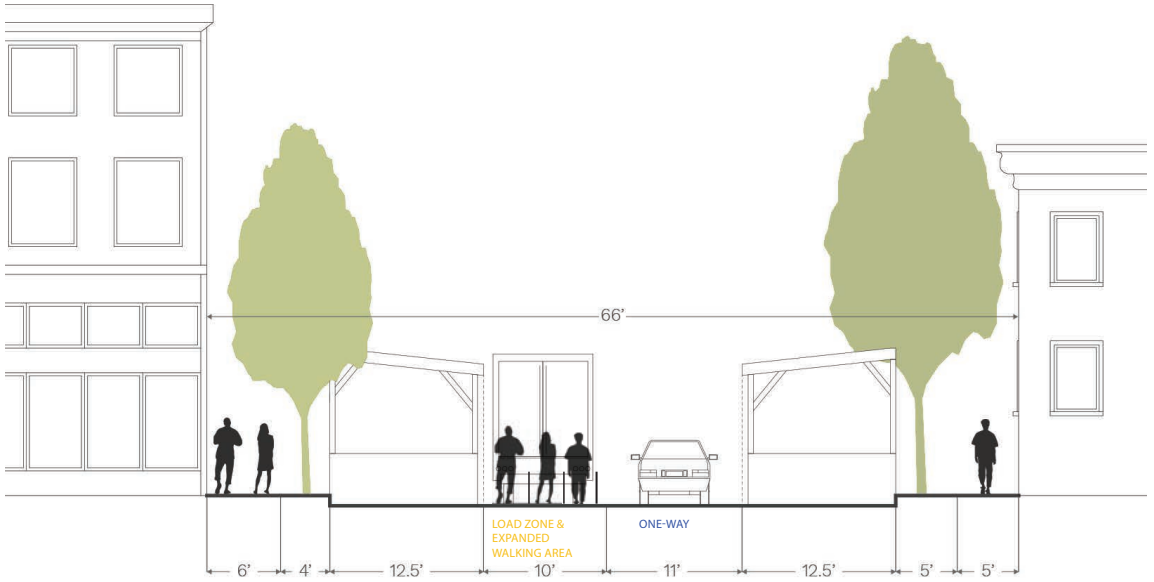


Concept Plan - Option 1 (Recommended)



Proposal

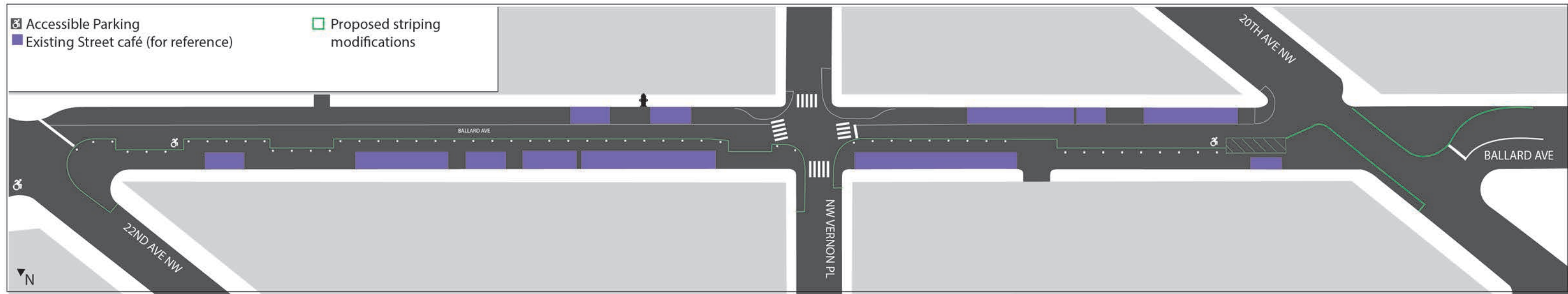
- 1. Maintain one-way travel lane.
- 2. All proposed changes are "interim/temporary" and "adaptable" in keeping with the iterative approach to this project and to adapt to weekly farmers market.
- 3. Remove majority of the no-park striping on asphalt (pressure washing and touch up black paint to minimize any impact to asphalt).
- 4. Replace existing white dilineator posts with black dilineator posts to reduce visual impact in the historic district.
- 5. Add black flexible removable dilineator posts in asphalt portions to dilineate travel lane and load zones to improve compliance, mobility & access.
- 6. Modify curb bulbs at 20th Ave NW through interim treatments to reduce pedestrian crossing distances, slow vehicle speeds, improve pedestrian and driver visibility at intersection and improve predictability for drivers.
- 7. Signage decluttering - remove signs from cafe structures
- 8. Move stop sign at Vernon intersection to be more visible.
- 9. Potentially update existing planters to powder coated metal, self watering planters.
- 10. Add spaces that could accomodate public movable seating.



Proposed Section

Concept Plan - Option 1 (Recommended)

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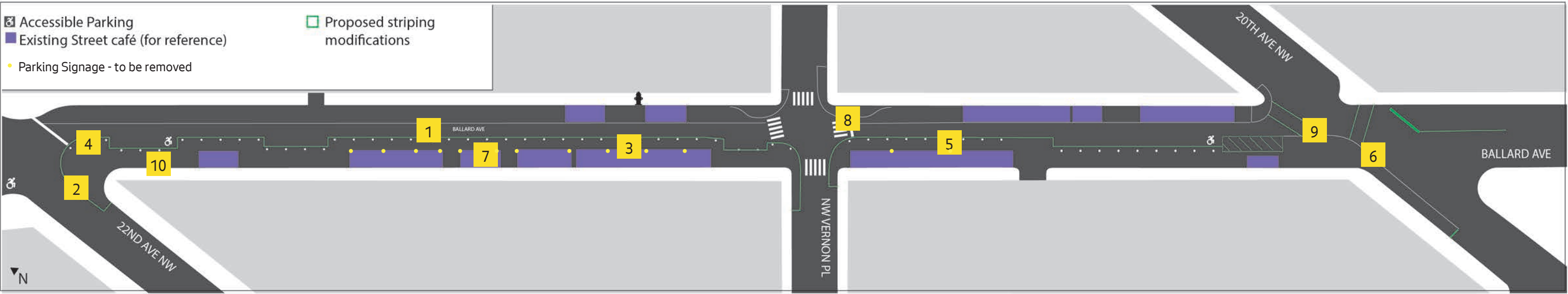


Ballard Ave and 20th Ave Intersection Option 1 proposed "squaring of intersection" provides several advantages

1. Reduces pedestrian crossing distance and exposure to traffic by 30%-50%
2. Requires vehicles to slow down for both turning and through movements
3. Potential to positively impact compliance with stop controls
4. Makes it clearer where pedestrians should cross the street (legibility) by more clearly defining vehicular and pedestrian areas
5. Improves predictability of operations for drivers
6. Makes it easier for drivers to view pedestrians, standard head check range
7. Reduces vehicle delay as pedestrians are in the crosswalk for a shorter time
8. Designed to accommodate the most common types of delivery vehicles turning movements serving Ballard Ave
9. Industry and citywide best practice for improving operations at angled and wide intersections
10. Data we have shows approximately a dozen collisions recorded at and near 20th Ave intersection over past 12 years. Anecdotal community feedback about several near misses and confusion around operations

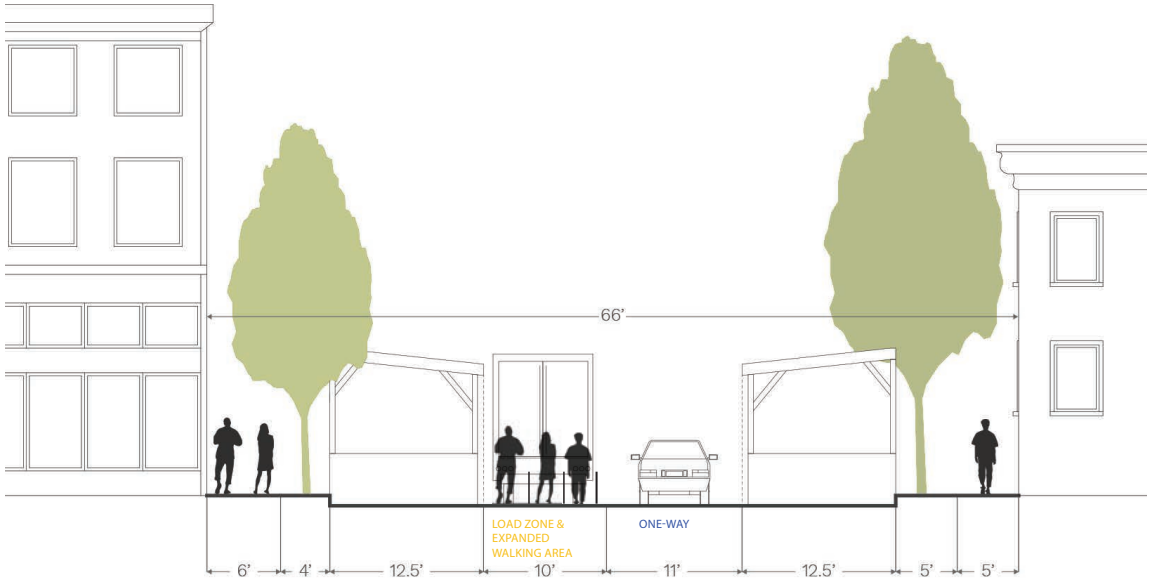
Concept Plan - Option 2

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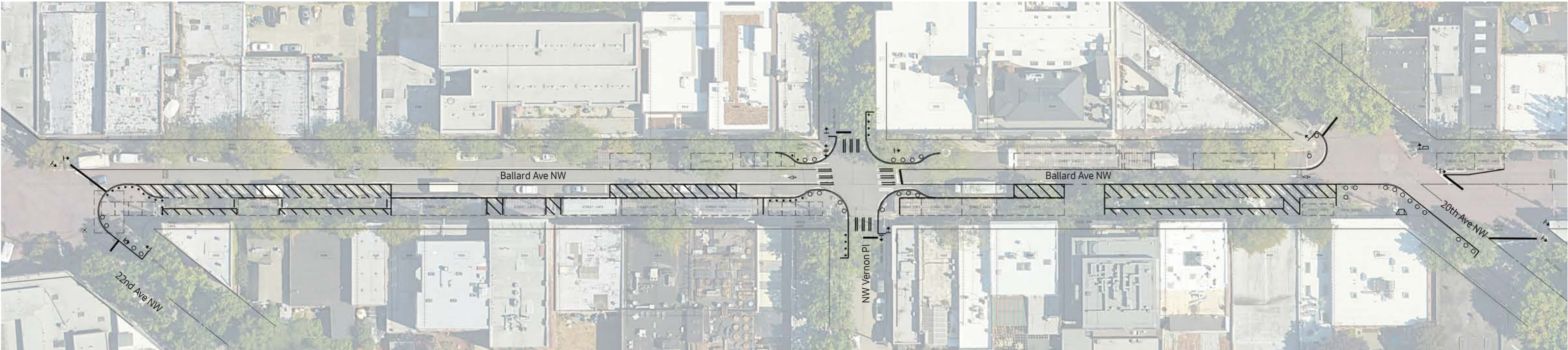


Proposal

- 1. Maintain one-way travel lane.
- 2. All proposed changes are "interim/temporary" and "adaptable" in keeping with the iterative approach to this project and to adapt to weekly farmers market.
- 3. Remove majority of the no-park striping on asphalt (pressure washing and touch up black paint to minimize any impact to asphalt).
- 4. Replace existing white dilineator posts with black dilineator posts to reduce visual impact in the historic district.
- 5. Add black flexible removable dilineator posts in asphalt portions to dilineate travel lane and load zones to improve compliance, mobility & access.
- 6. Add two new crosswalks at 20th Ave NW intersection.
- 7. Signage decluttering - remove signs from cafe structures
- 8. Move stop sign at Vernon intersection to be more visible.
- 9. Potentially update existing planters to powder coated metal, self watering planters.
- 10. Add spaces that could accomodate public movable seating.



Proposed Section



Proposed Layout - Option 1 (Recommended)

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Proposed



Modifications (striping in yellow to be removed)

Proposed Layout - Option 2

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Proposed



Modifications (striping in yellow to be removed)

Views - Option 1 & 2 looking SW along corridor

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Existing

Views - Option 1 & 2 looking SW along corridor

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Proposed

Views - Option 1 & 2 looking SW along corridor

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Existing

Views - Option 1 & 2 looking SW along corridor

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Proposed

Views: Option 1 at 20th Ave NW, Looking SW

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Existing

Views: Option 1 at 20th Ave NW, Looking SW

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Proposed

Views - Option 2 at 20th Ave NW, Looking NW

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Existing

Views - Option 2 at 20th Ave NW, Looking NW

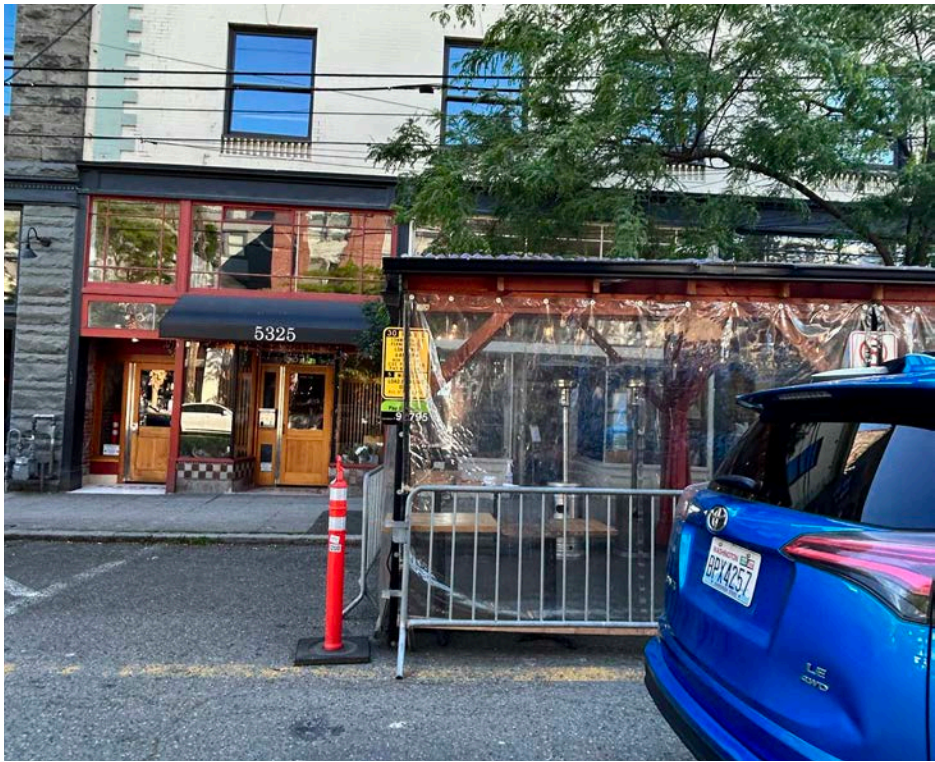
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Proposed

Proposed Sign Decluttering

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Proposed Flexible Dilineator Post

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Proposal: 28" tall removable flexible delineator posts (black) with two reflector bands on asphalt areas.

The casing will be embedded in the roadway surface to allow for a trip-free transition for farmers market days.

City Post® EAC Embedded Anchor Cup



City Post Model EAC - The Original!

Designed for superior durability and quick replacement, the spin-in City Post EAC sets new standards for performance in the field and ease of maintenance.

Features and Benefits:

- 3" Round Channelizer Post
- Thermoplastic Polyurethane for high impact resistance
- Crash friendly design
- 1-piece construction with no mechanical springs to fail
- 360° of visibility with factory-applied reflective sheeting
- Installs in both concrete and asphalt
- Easy "spin-in" installation speeds up maintenance
- Standard colors are white, black, yellow, and fluorescent orange
- Optional colors are red, blue, green, fluorescent green, light gray, and steel gray
- Custom colors are available to match school or logo colors
- UV resistance keeps the City Post looking fresh and new after prolonged exposure to the elements
- Impact tested, MUTCD and NCHRP 350-compliant
- 1-year limited warranty



Technical Bulletin – Anchor Cup Plug Cap



P/N 800BASE218 Anchor Cup Plug Cap

Release Date: 11/10/2014
Unit of Measure: Each
List Price: Call for Pricing
Construction: Black - Plastic
Fits: City Post Anchor Cups

Purpose:
The City Post Anchor Cup Plug Cap is used to keep anchor cups free of dirt and debris when a City Post is not installed. This product features quick installation, secure retention and easy removal.

Technical Information:
This new design allows for easy installation – simply step on the plug cap once placed in the anchor cup. (Note: a small amount of tightening is required to get a tight seal.)

This cap works with all City Post anchor cups. When the anchor cups are properly installed slightly below road grade, plug cap mounts flush with the pavement surface.

Removal the plug cap simply by unscrewing it from the anchor cup using the edge of a second plug cap, a quarter or screwdriver.

Technical questions? Please contact Pexco at 1-877-335-4638

Proposed Flexible Delineator Post - Precedents from character areas

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France



UK



Spain



Norway

Potential Planter Upgrade

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Existing



Standard grey, Self Watering Planters (33)



Proposed

Potential VESTRE (Norway) self watering, metal planter (28" tall, 49.3" diameter)
Color options for Board feedback - Fir Green, Black-Red, Oliver Grey, Orange Brown, Mouse Grey



Height: 28.9"
Diameter: 49.3"

Potential Colors Choices (to be confirmed)

