

"Missing Link" Bike Route Study on NW Market St - Leary Ave NW - 17th Ave NW



**Ballard Avenue Landmark District Board
Briefing
September 5, 2024**

**Christiana Farrell
SDOT**

Purpose and Agenda Today

- Give Brief Background of Project
- Share 30% Design
- Request Feedback on Elements under Historic District Design Guidelines
- Plan Next Steps

Ballard Avenue Landmark District Boundary & Where Project Area Overlap



370 Feet Along NW Market Street between Secret Savory and Alley, and parking space changes on 22nd Ave NW

Background

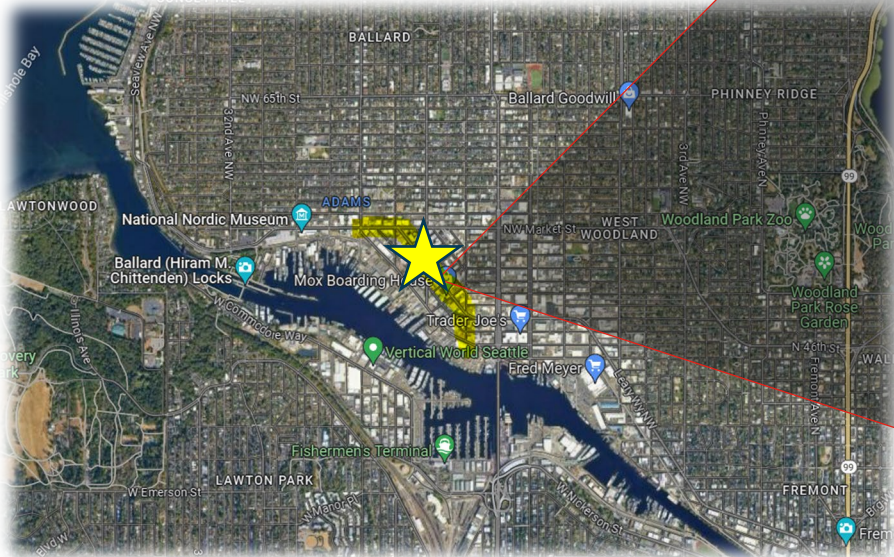
- Councilmember Dan Strauss and Mayor Bruce Harrell requested that SDOT study this route as an option for connecting the Burke-Gilman Missing Link with an all ages and abilities bicycle facility through Ballard
- Design to mimic NW Market St west of 24th Ave NW
- SDOT has 100% designs for a proposed route along Shilshole Ave NW, however construction along this route has been paused due to ongoing litigation for over 25 years
- SDOT has been directed to use a portion of existing funds allocated to the Burke Gilman Trail Project on Shilshole to develop this conceptual design to 30%
- This effort would not preclude future safety improvements on Shilshole



Existing asphalt pathway near NW Market St and 28th Ave NW

Project Route

- Alternative connection would extend along NW Market Street two blocks east from 24th Ave NW and then run along Leary Ave NW to 17th Ave NW where it re-joins the Shilshole Route as designed to connect to the Burke Gilman Trail

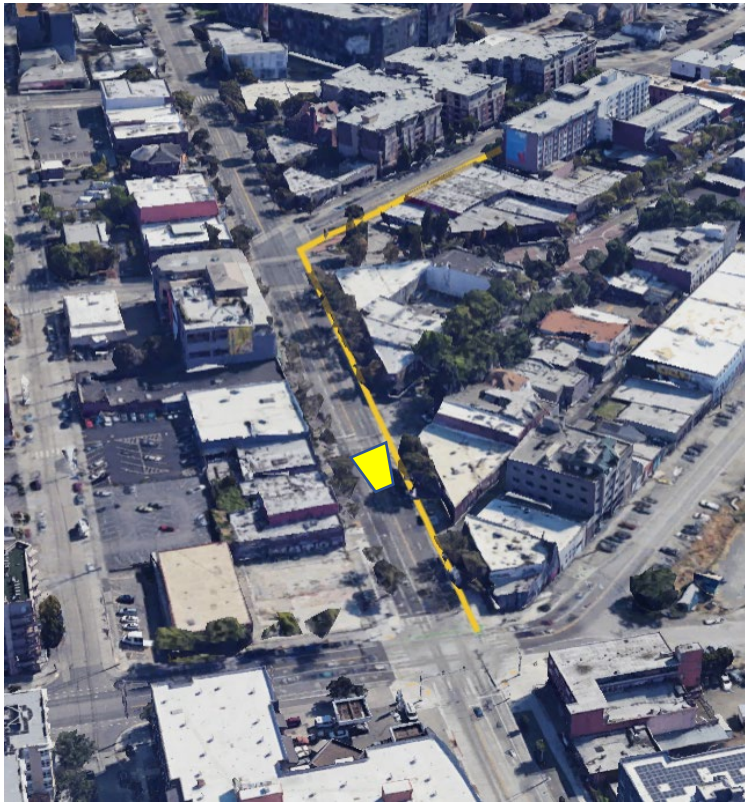


Project Elements:

- A 10 ft wide and .6-mile-long multi-use trail/shared use path connection as part of the Burke Gilman Trail
- New ADA-compliant curb ramps
- Additional curb bulbs
- Raised crossings at some intersections
- Traffic signal updates to accommodate trail crossings
- Operational changes proposed on 22nd Ave NW and NW 48th St to allow for back-in angle parking and one-way vehicular travel

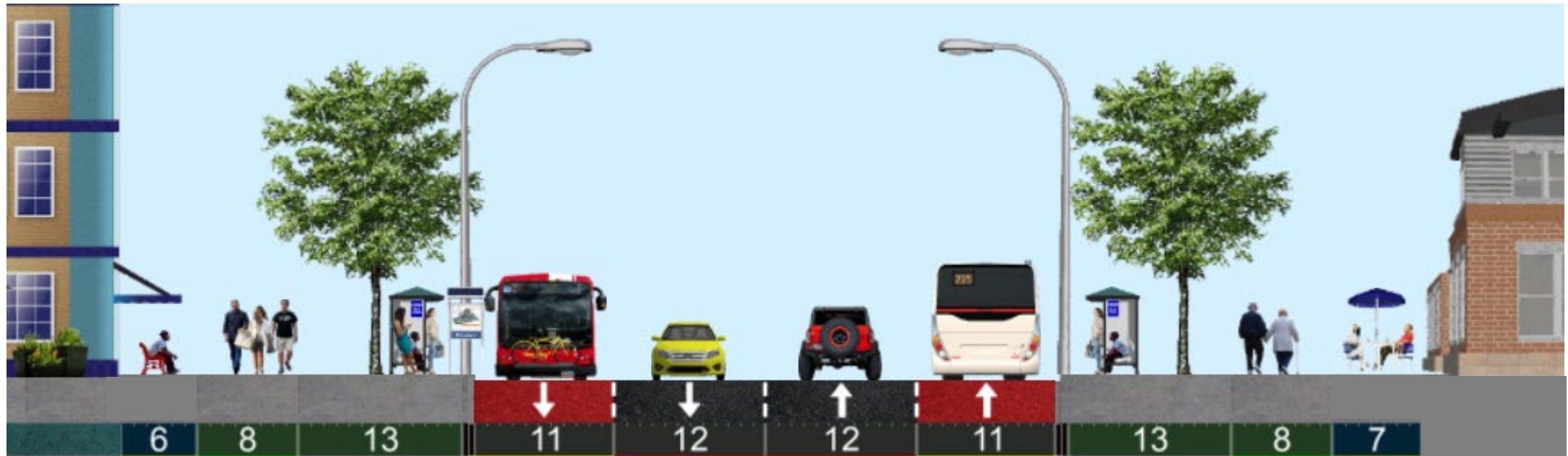


NW Market Street Existing Perspective [Looking East]



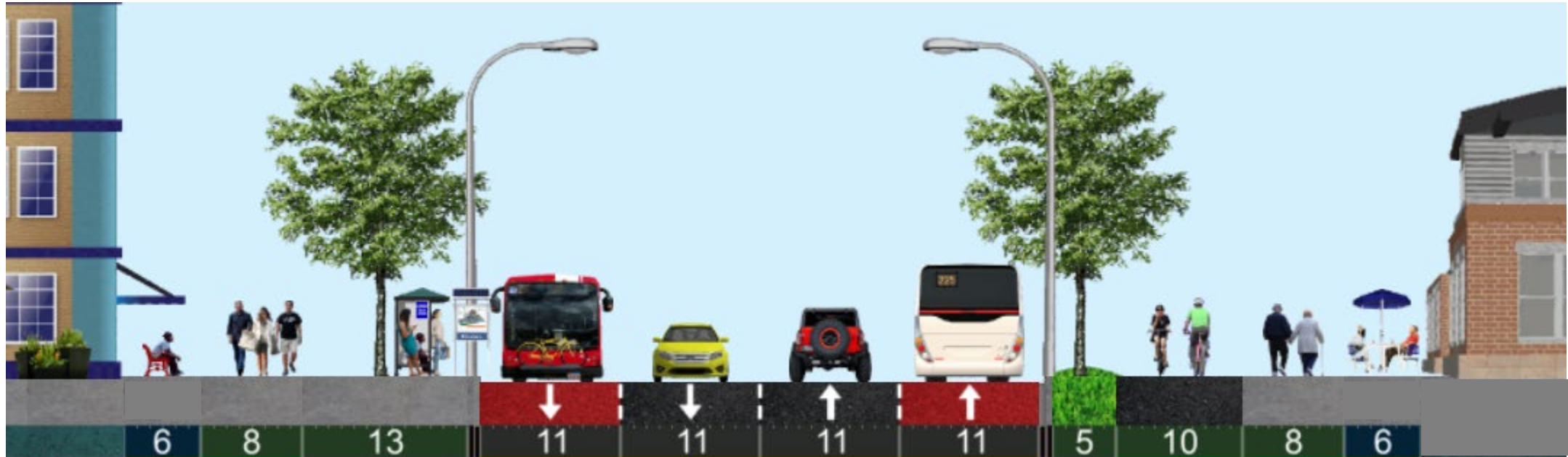
- *Two travel lanes in either direction with some curb cuts for parallel parking
- *Existing travel lanes vary
- *Transit lanes to be installed with Route 40 project in 2024

Existing Cross Section - NW Market Street [Looking East]



- *Transit lanes to be installed with Route 40 project in 2024
- *Existing travel lanes on NW Market St vary
- *Travel lanes would meet 11ft minimum for transit

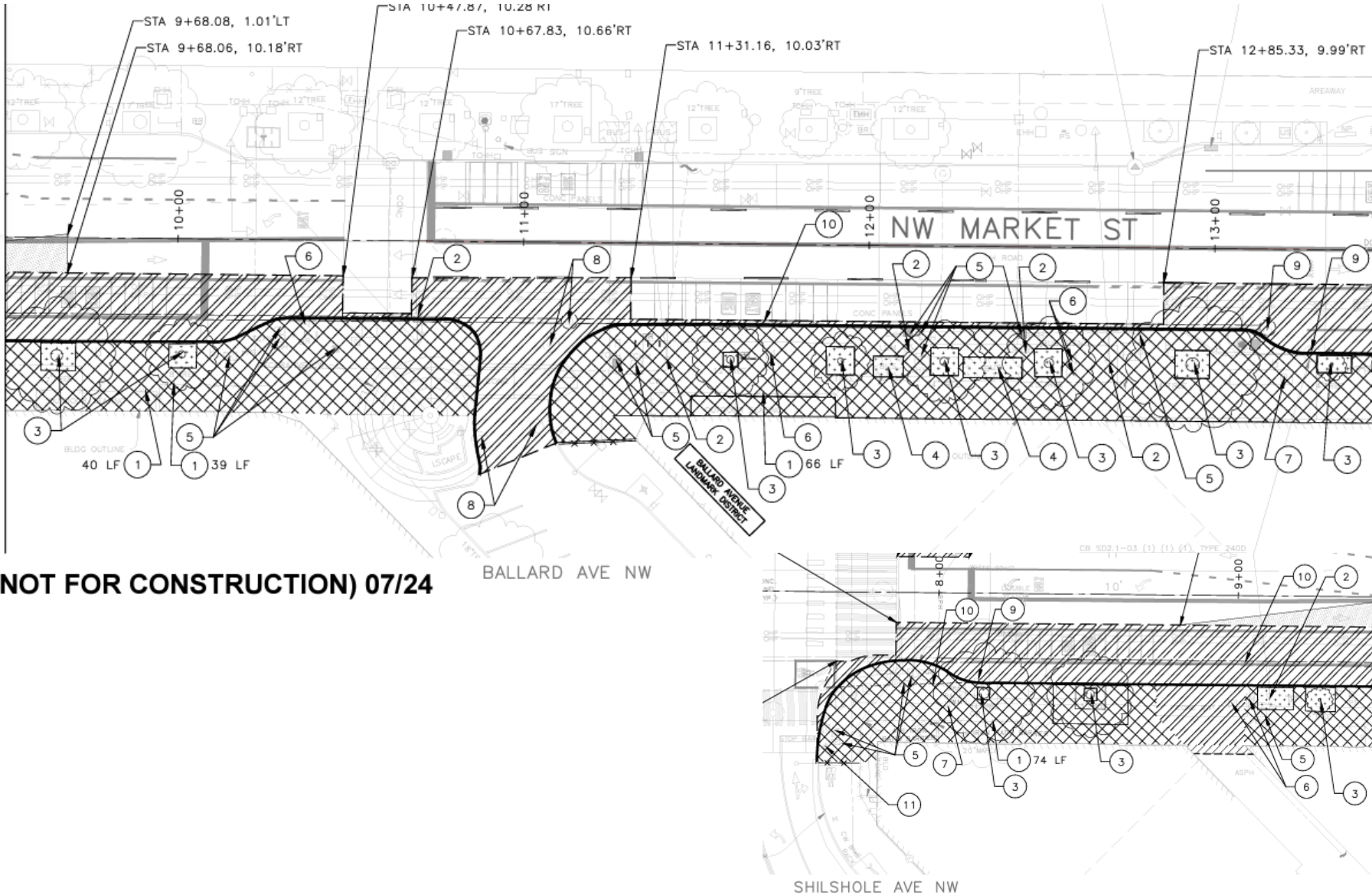
Proposed Cross Section - NW Market Street [Looking East]



- *Curb line moves out about 2-3 feet
- *Transit lanes to be installed with Route 40 project in 2024
- *Travel lanes would meet 11ft minimum for transit
- *Street parking removed, and bus stop relocated farther east to 22nd Ave NW
- *Two existing street cafes would narrow by about a foot













Existing Site Prep Plan

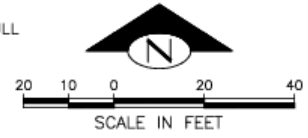
NW Market Street - Between 24th Ave NW and 22nd Ave NW



- (11) ADJUST FIRE HYDRANT TO GRADE BY SPU.
- (12) RELOCATE FIRE HYDRANT BY SPU.

SITE PREP LEGEND

-  PLANE BITUMINOUS PAVEMENT, 2" MINIMUM OR TO CONC BASE, WHICHEVER IS LESS
-  REMOVE PAVEMENT
-  REMOVE ASPHALT
-  REMOVE CEM CONC SIDEWALK
-  CLEARING AND GRUBBING
-  REMOVE BRICK PAVEMENT
-  REMOVE CURB
-  SAWCUT RIGID PAVEMENT, FULL DEPTH
-  SAWCUT CEM CONC SIDEWALK, FULL DEPTH
-  SAWCUT ASPHALT CONCRETE, FULL DEPTH
-  RIGHT OF WAY CENTERLINE
-  RIGHT OF WAY LINE

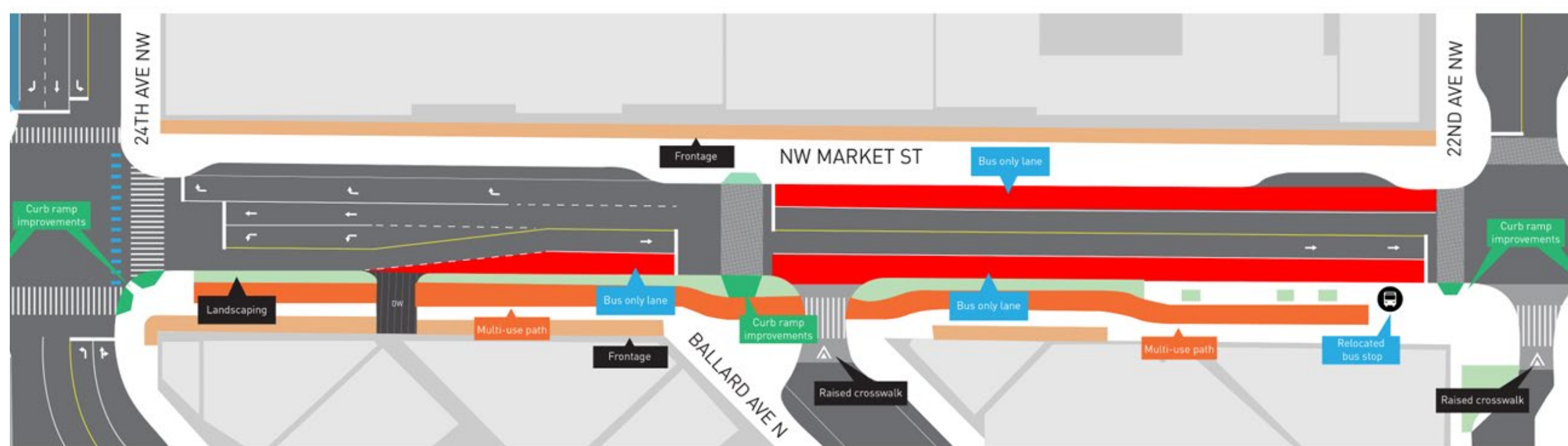


SITE PREP PLAN

NOT FOR CONSTRUCTION) 07/24

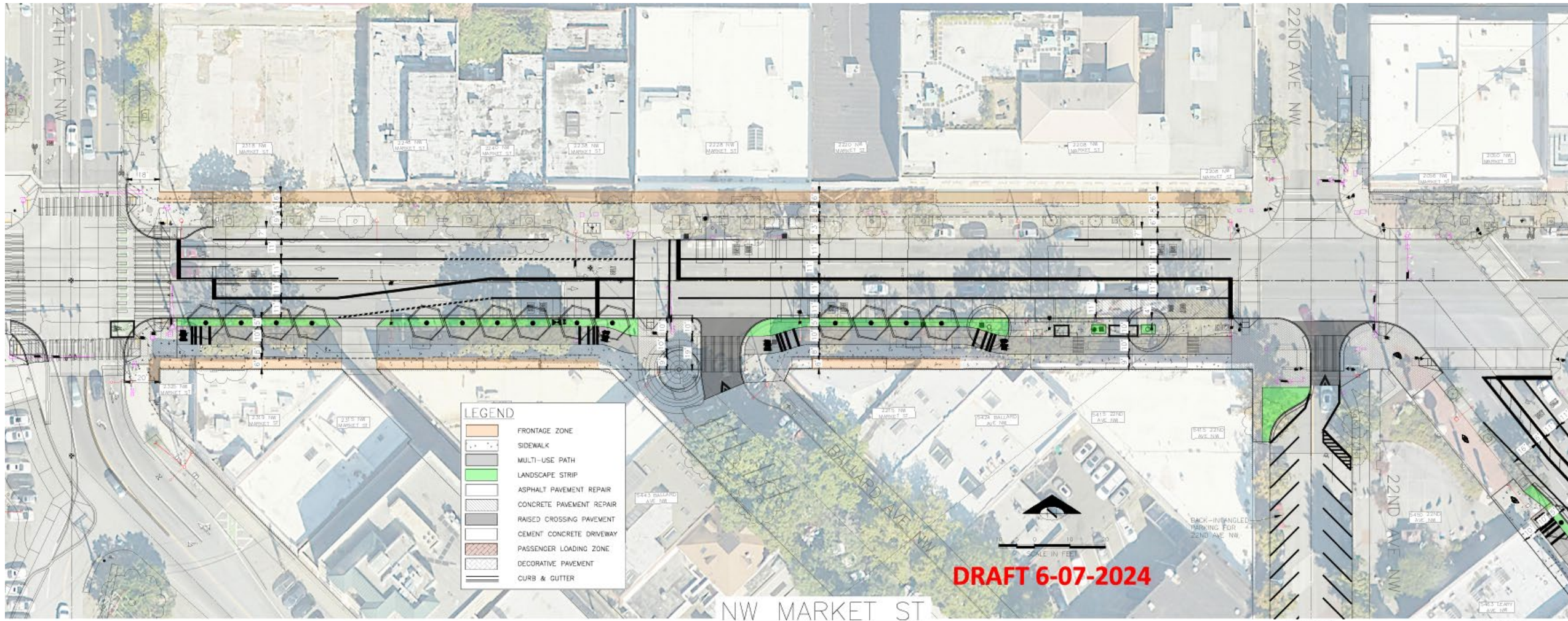
Proposed 30% Design Concept Graphic

NW Market Street - Between 24th Ave NW and 22nd Ave NW



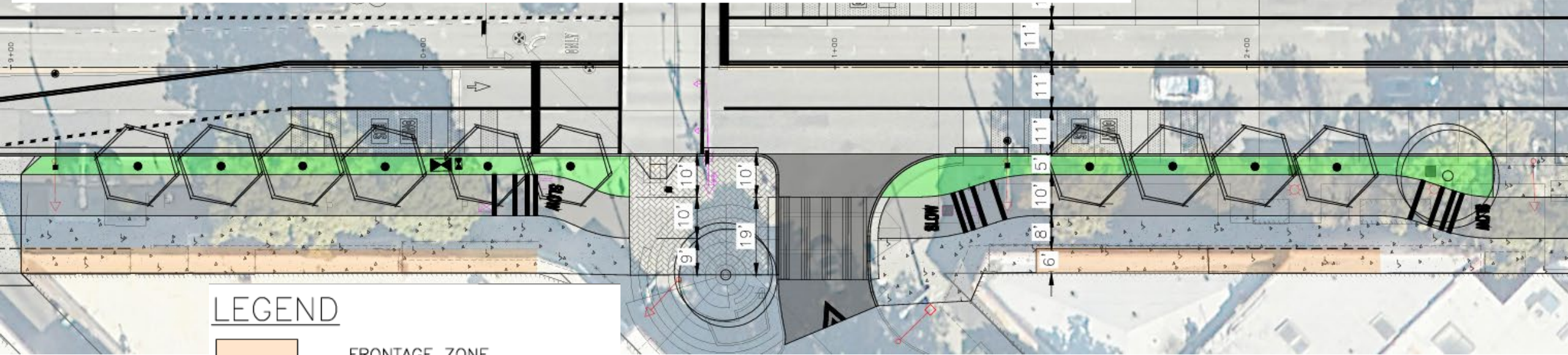
Proposed 30% Design Plan Set

NW Market Street - Between 24th Ave NW and 22nd Ave NW







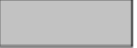



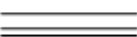


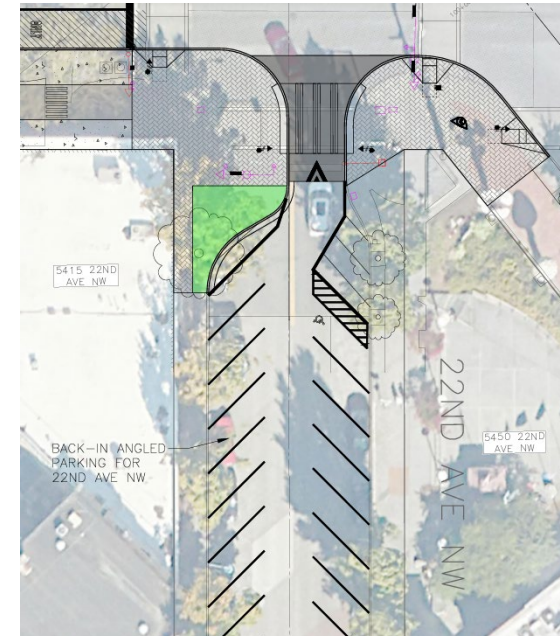
Materials & Design to Consider - For Discussion Only

Proposed 30% Design Plan Set - Zoomed Into NW Market Street and 22nd Ave NW



LEGEND

-  FRONTAGE ZONE
-  SIDEWALK
-  MULTI-USE PATH
-  LANDSCAPE STRIP
-  ASPHALT PAVEMENT REPAIR
-  CONCRETE PAVEMENT REPAIR
-  RAISED CROSSING PAVEMENT
-  CEMENT CONCRETE DRIVEWAY
-  PASSENGER LOADING ZONE
-  DECORATIVE PAVEMENT
-  CURB & GUTTER



Materials to Consider - For Discussion Only



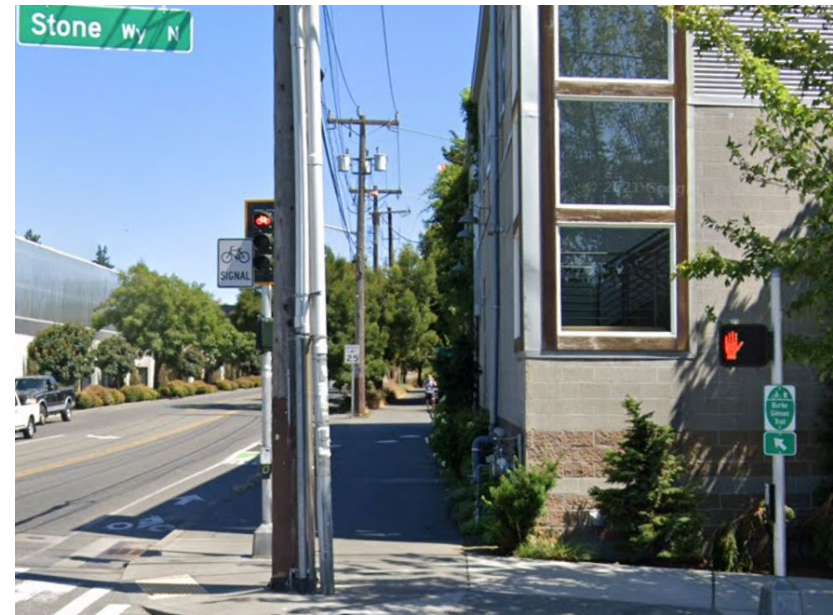
- Opportunity to use colors other than black asphalt to delineate trail space from sidewalk
- Red pigmented asphalt like the Dutch use in non-vehicle spaces
- Colored pavers or other patterned materials at mixing zones to slow trail users and encourage crossing into businesses
- ADA considerations for smooth transitions between trail and sidewalk
- Ground markings type and scale

*Images Not to Scale.

Signage to Consider - For Discussion Only



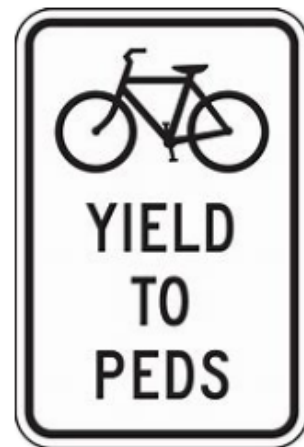
- Typical size is 9"X12"
- Typical color is green
- Used minimally for wayfinding
- Opportunity to add more signage for trail users for safety, user responsibility, wayfinding, and overall placemaking to show trail is part of national network "Great American Rail-Trail"
- Need to maintain transportation standards for certain signs like crossings and other regulatory signs like "no parking"



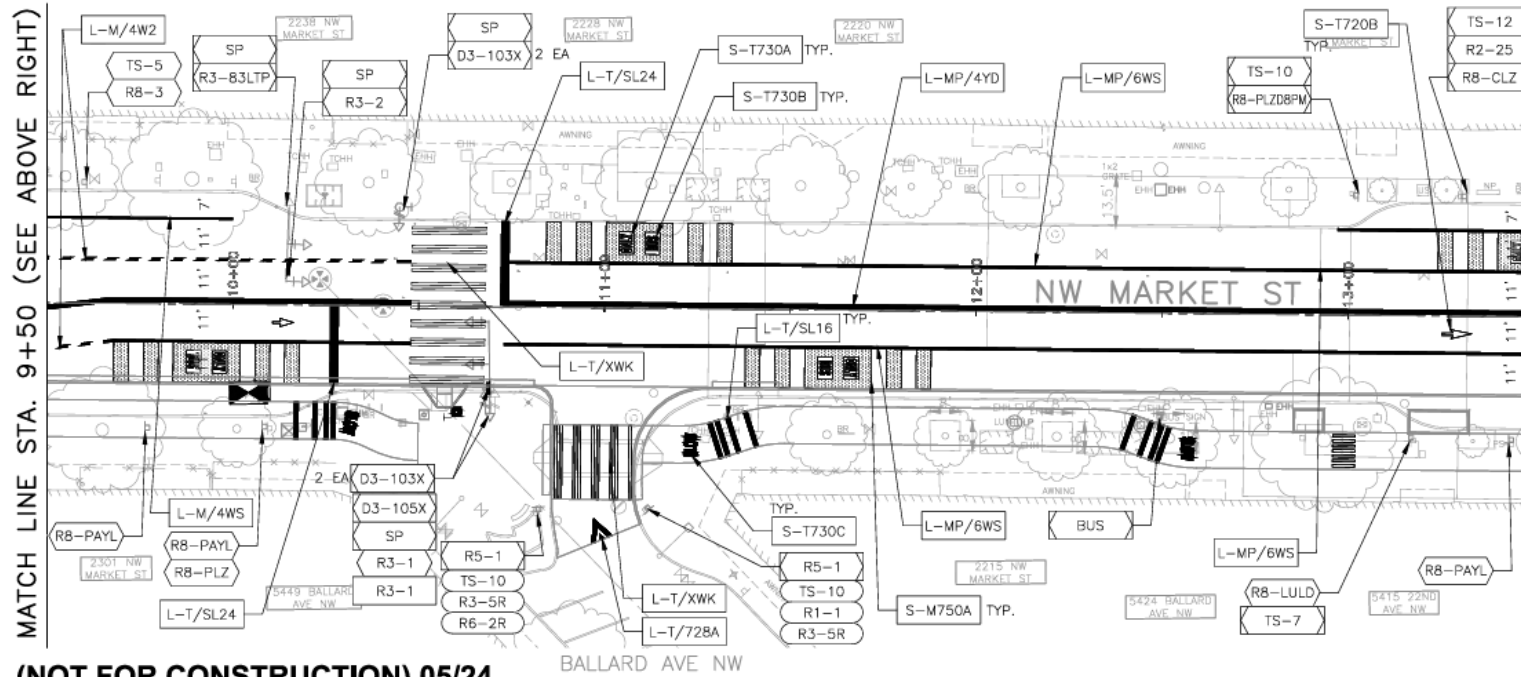
Signage to Consider - For Discussion Only



- Historically user responsibility signs have been small and white
- Need to maintain transportation standards for certain signs like crossings and other regulatory signs like "no parking"



Signage Plans



30% SUBMITTAL (NOT FOR CONSTRUCTION) 05/24



CHANNELIZATION AND SIGNING PLAN

Raised Crossing Example

Before



After



Looking at the crossing of NW Market Street and 22nd Ave NW

Next Steps

- Continue meeting with property owners and stakeholders to understand concerns and receive feedback
- Finalize 60% Design in 2024 with creative ways to mitigate impacts



Questions?

CONTACT INFORMATION:

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Website: ["Missing Link" Bike Route Study on NW Market St - Leary Ave NW - 17th Ave NW - Transportation | seattle.gov](https://www.seattle.gov/transportation/missing-link-bike-route-study)



Leary Ave NW and NW Dock Pl