

# “MISSING LINK” BIKE ROUTE STUDY ON NW MARKET ST/LEARY AVE NW/17TH AVE NW

## What have we changed between 10% and 30% design based on community feedback?

1. We've added signs and markings to more clearly indicate that this is a shared use path, to maintain consistency with the rest of the Burke Gilman Trail.
2. Ballard Landmark frontage was changed to include drop-off loading zone bay that does not require senior residents to cross the trail to get into vehicles, like ambulances and transit vans. There will be continued refinement here.
3. Trail was widened where possible along Leary beyond the 10 ft standard. Plantings were added on both sides of the trail where possible. To make this possible, some landscape areas and wider sections of sidewalk were narrowed.
4. Bus stops were updated to include latest ADA standards for crossing treatments.
5. Southbound bus stop north of Leary Ave NW and NW Vernon Pl will relocate to the intersection in front of Asadero.
6. The travel lane at Market St and Leary Ave NW was updated to allow for more curbside parking near Ballard Consignment.
7. Curb bulbs, crossing treatments, and curb widths were modified to permit certain needed freight movements at 20th Ave NW and Leary Ave NW, 17th Ave NW and Leary Ave NW, 17th Ave W and Ballard Ave, and 17th Ave NW and Shilshole Ave NW.
8. We added loading zones in front of Canal Station Condominiums, on the north side of Leary, to maintain loading and unloading access to the building.
9. There were many comments about making this design similar to the Indianapolis Cultural Connector Trail. Staff met with our counterparts in Indianapolis, and this design is substantially similar in width, use, and adjacent land use.

### PROJECT INFORMATION & CONTACT

Jules Posadas, Community Outreach Lead

<https://seattle.gov/transportation/projects-and-programs/programs/bike-program/ballard-bike-route-study>

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10. The curb ramp widths at crossings have been adjusted to better align with and match the trail width, where possible, around bus stops and other infrastructure needs like poles and push buttons.
11. The trail is designed to better align with the location of curb ramps.
12. We will include a different sidewalk pattern (stamped and/or color) to indicate mixing zones at the intersections along the trail route.
13. We've included curb ramp improvements to connect the existing pathway across 24th Ave NW along NW Market St, and future development plans for the southwest corner of 24th Ave NW and NW Market St.
14. We added a new full traffic signal and marked crossing at 17th Ave NW and Leary Ave NW to provide a safe crossing that connects 17th Ave Neighborhood Greenway to the trail.

### **Which community suggestions are we still evaluating?**

1. Bus stop designs and final locations with King County Metro
2. Ballard Landmark Frontage designs with drop off zone
3. 17th Ave NW and Shilshole Ave NW crossing intersection improvements
4. Additional tree pit locations and vegetation design
5. Signs, materials, and markings to delineate trail space and user responsibilities are still being updated to reflect the latest advice from ADA standards and Disability Rights Advocates.

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