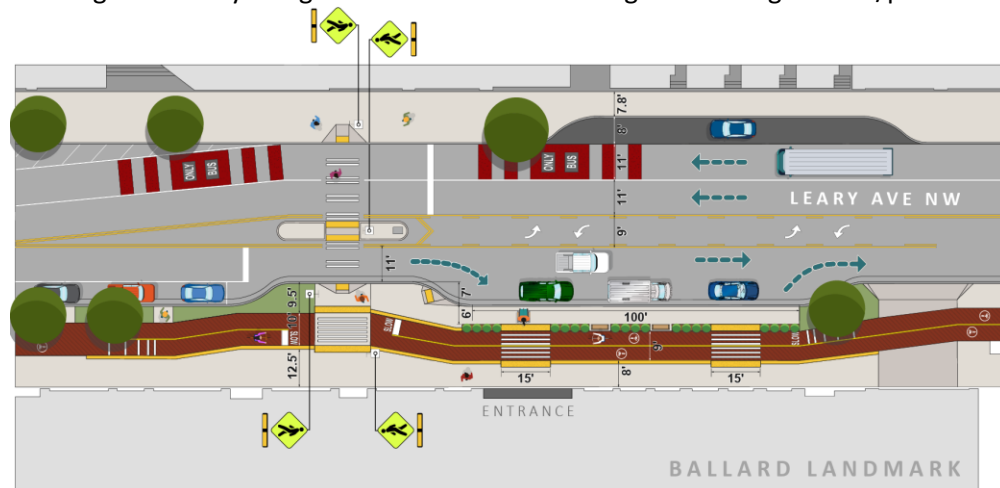
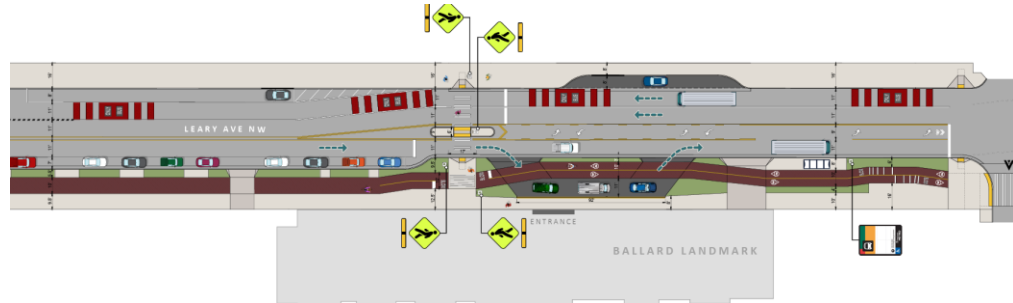


“Missing Link” Trail on NW Market St - Leary Ave NW - 17th Ave NW: Changes Between 30% to 60% Design

1. More separation of sidewalk and trail where possible on Leary Ave NW with additional landscaping, and wider trail segments in some constrained areas.
2. Brick Red colored asphalt trail to make more distinct space from the sidewalk.
3. All intersection crossings have been raised to curb height to make the trail more visible and slow drivers.
4. Additional loading zones and curb space changes to address business needs.
5. Scope for this project now includes curb to curb roadway paving on NW Market St from 24th Ave NW to Leary Ave NW. This work includes:
 1. New street paving upgrades for smoother travel for vehicles, freight, and busses
 2. Replacing and upgrading water mains in select areas on NW Market St between 24th Ave NW and Leary Ave NW
6. Redesign for a full traffic signal at 17th Ave NW and Leary Ave NW for a better connection to the existing 17th Ave NW Neighborhood Greenway. This would separate the intersection into two different sides with a bike crossing in the middle, and driveways pulled back to protect the various turning movements for freight access. We will close southbound traffic on 17th Ave NW at the intersection approach to NW Leary Way; vehicles will now only be able to go northbound onto 17th Ave NW coming from NW Leary Way.
7. Center turn lane changes to allow larger size vehicle’s turns to and from Leary Ave NW.
8. We will no longer underground the existing lighting pole wires along Leary Ave NW between NW Market St and 20th Ave NW because of funding
9. The southbound bus stop on Leary Ave NW, 50 yards north of 20th Ave NW, will move south 25 yards to the front of 5405 Leary Ave NW (in front of Asadero).
10. Continued refinement of the Ballard Landmark Senior Home drop-off zone on Leary Ave NW with added flashing beacons, signage, and bollards to define the trail and sidewalk areas. We are continuing to evaluate alternate designs in front of the Ballard Landmark Senior Home. The two options we are evaluating are:
 1. A: This option maintains the curbside parking and loading zones, and would require crossing the trail by using either the marked crossings or flashing beacon/push button.



- B: This option would not require crossing the trail to access the loading zone by providing a drop off loading bay, but this would remove more parking spaces and increase conflict points with trail users.



- Re-adjusted the sidewalk curb bulb on 20th Ave NW, south side of Leary Ave NW, next to the Olympic Athletic Club to accommodate freight turning and two-way traffic.
- Trees: Overall calculation of loss/gain remains similar to the 30% Plan set, with around 30 trees removed and around 90 trees needing to be replanted.
- Parking: Overall, the parking spaces that exist remain about the same, since we are removing the eastern curbside parking along Leary, but replacing it with back-in angle parking on 22nd Ave NW and NW 48th St.
- Canal Station loading zone was changed from two cut-outs north and south of the mid-block crossing, to one longer zone south of the mid-block crossing on Leary Ave NW.

Please Note:

The goal for this project is to create a safe, cohesive trail design that ties into the rest of the shared-use Burke Gilman Trail, as well as the surrounding bike network. The shared-use trail design proposed encourages slower, more conscientious biking behavior given the constrained right-of-way and needed curbside uses like busy bus stops, deliveries, and land uses that promote lingering and frequent pedestrian crossings. As is the case with the entire Burke Gilman Trail, bikes are expected to yield to pedestrians or other slower mobility device users and travel in a manner that is slow and prudent given changing weather and site conditions.