

Seattle Department of Transportation

“MISSING LINK” BIKE ROUTE STUDY 10% DESIGN OUTREACH SUMMARY REPORT



Seattle
Department of
Transportation

CONTENTS

PROJECT BACKGROUND 2

OVERVIEW..... 3

 STAKEHOLDER MEETINGS 3

 BUSINESS OUTREACH 3

 PUBLIC EVENTS 3

 COMMUNITY SURVEY 4

 PROJECT INBOX AND FEEDBACK FORM..... 4

 OTHER ENGAGEMENT METHODS 4

WHAT WE HEARD 5

FEEDBACK ANALYSIS: BUSINESS OUTREACH 8

 BUSINESSES WE SPOKE WITH 8

 WHAT WE HEARD FROM BUSINESSES* 11

FEEDBACK ANALYSIS: PUBLIC EVENTS* 12

FEEDBACK ANALYSIS: PROJECT INBOX..... 13

FEEDBACK ANALYSIS: FEEDBACK FORM..... 14

 QUESTION 1: Do you have any general feedback to share about the project?..... 14

 QUESTION 2: Do you have any comments on our design plans? * 15

 QUESTION 3: Do you have any questions about our 10% design plans? * 16

APPENDICES 17

PROJECT 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 along NW Market St, Leary Ave NW, and 17th Ave NW. The Burke-Gilman Trail Missing Link is the long-planned multi-use trail safety improvements along 1.4 miles of Salmon Bay east of the Ballard Locks connecting the two existing sections of the Burke-Gilman Trail in Ballard. SDOT has a 100% design for a proposed route along Shilshole Ave NW, however construction along this route has been paused due to ongoing litigation for over 25 years. This route remains an option if these legal challenges are resolved. Moving forward with designs for the Market/Leary/17th route will help us understand how this project will improve connectivity in the bike network, as well as potential impacts. The Councilmember and Mayors' request created funding for an initial concept only (30% Design). Once we reach 30% design, the Mayors' office will review to determine whether funding will be allocated to pursue further design and construction. We'll continue to engage the public on our design.

OVERVIEW

The Seattle Department of Transportation (SDOT) has conducted a year-long public engagement process to find out what an alternative “Missing Link” connection using 17th Ave NW, Leary Ave NW, and NW Market St would look like and mean for community members and businesses. Our engagement methods are described below:

COUNCILMEMBER STAKEHOLDER MEETINGS

Councilmember Dan Strauss held stakeholder meetings in January 2023 and February 2024 with Bicycle, Industrial, and Commercial interests to receive feedback on this proposed route for completion of the “Missing Link”. This [letter from Councilmember Dan Strauss](#) contains the feedback and design suggestions he received in January 2023.

BUSINESS OUTREACH

The outreach team conducted door-to-door flyering with 192 businesses along the route, most recently in November 2023. Members of the team shared information about the proposed route, asked for suggestions on how to improve the route, and collected contact information to keep business and property owners up to date on the study. The project team also held individual meetings with a number of businesses and property owners who were particularly interested in the project and how it may impact their operations. These meetings happened between July 2023 and January 2024. Additionally, in response to substantial feedback, the team held a resident, staff, and family meeting at the Ballard Landmark in January 2024 to address concerns. [Read about what we heard through business outreach here.](#)

PUBLIC EVENTS

A virtual early design public meeting was held in August to offer the community an opportunity to ask questions and share feedback about the proposed route’s design elements. This [FAQ we shared after the public meeting](#) details the questions community members asked us and the answers we provided. The outreach team also set up tables at the Ballard Farmers Market and again on the corner of Market and 24th Ave NW in September and November 2023 to share information about the 10% design, answer questions, and collect feedback on-site. [Read about what we heard at our tabling events here.](#)

COMMUNITY SURVEY

The survey was available from July 24, 2023, through September 8, 2023, and administered online. The survey shared features of our early design and asked respondents to give feedback on the proposed route, as well as on prior improvements in the area similar to the proposed route. The survey had over 1700 respondents and was [reported on in November](#).

PROJECT INBOX AND FEEDBACK FORM

Throughout the entirety of our public engagement process, we've collected feedback via the project inbox and our feedback form. The project feedback form closed on January 19, 2024. We've received 93 emails to the project inbox about our 10% design (200+ emails throughout our entire engagement process) and 601 responses to our feedback form. [Read about what we heard in our project inbox and through our feedback form.](#)

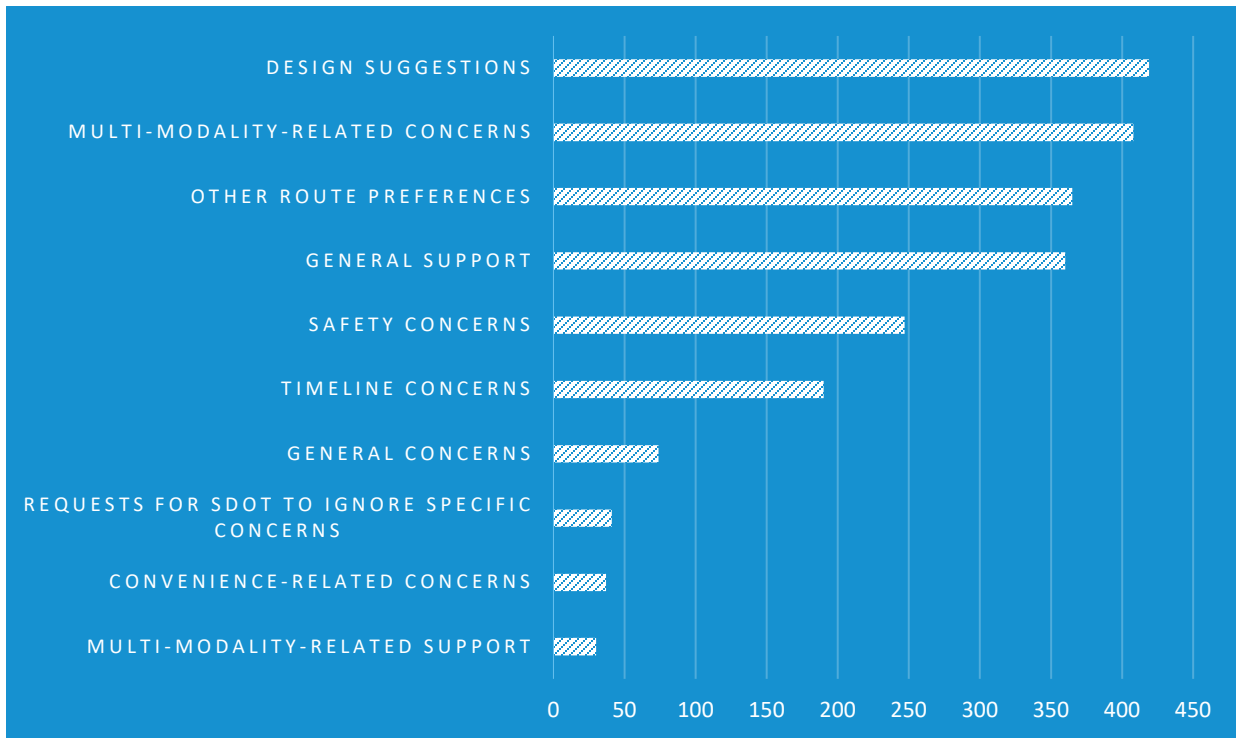
OTHER ENGAGEMENT METHODS

In addition to the above engagement methods, the outreach team sent out informational postcards to 3,625 property owners and residents along the route and multiple emails to the 1,500 community members who signed up for email updates. A-Frame sandwich boards were placed along the 3 street segments in July and again in December. Finally, the project webpage was routinely updated with new information, and posts on social media shared project updates and directed community members to learn more on the project webpage.

We will continue to connect with the community regarding our project design and gather feedback on how to best design this route as we approach 30% design for this proposed solution to connect the Burke-Gilman Trail.

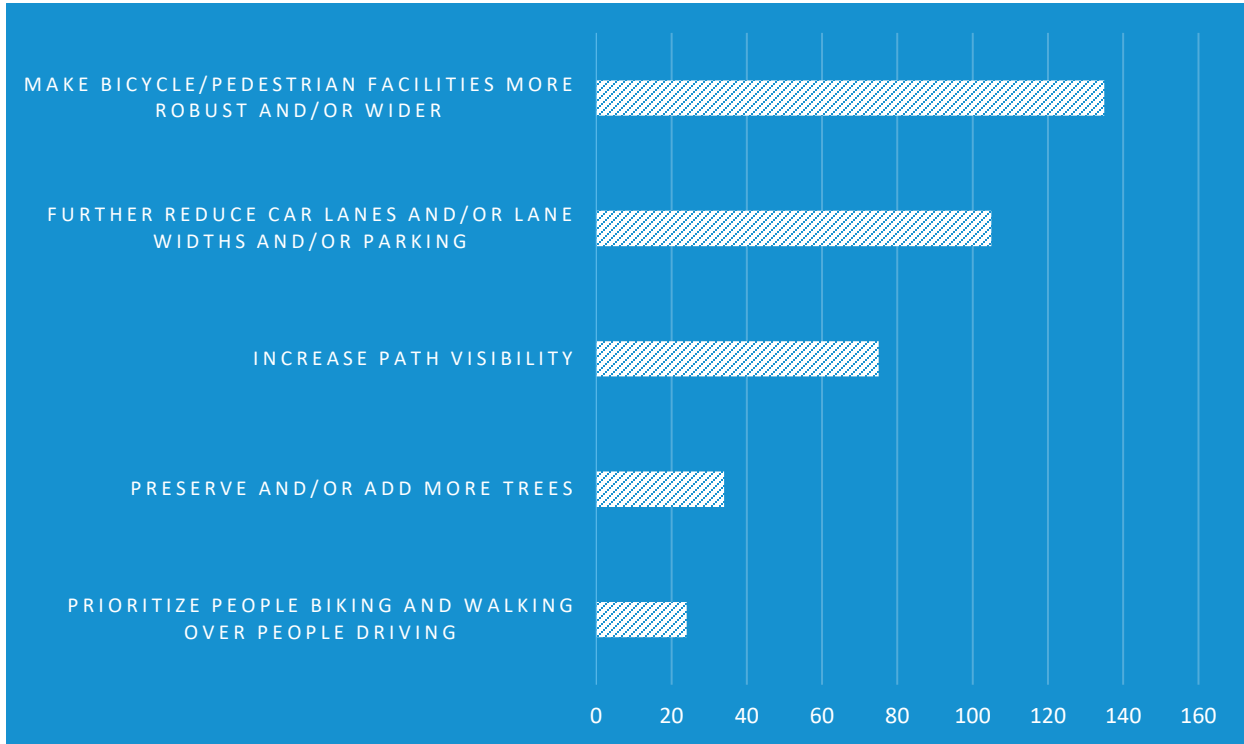
WHAT WE HEARD

Across engagements methods, comments we received fit into the following key categories:



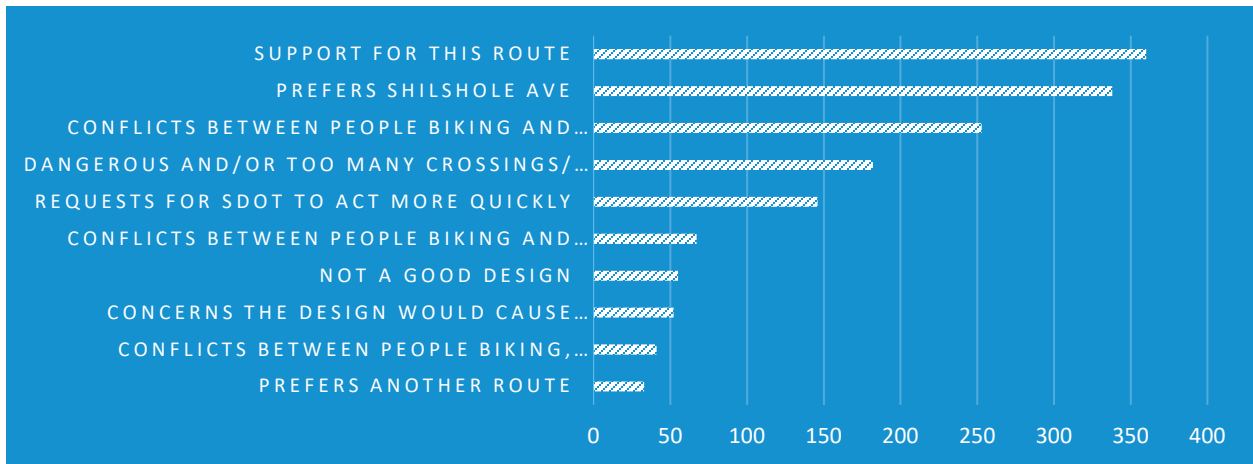
KEY THEME	RESPONSES	
Design suggestions	419	19%
Multi-modality-related concerns	408	18%
Other route preferences	365	16%
General support	360	16%
Safety concerns	247	11%
Timeline concerns	190	8%
General concerns	74	3%
Requests for SDOT to ignore specific concerns related to different topics (i.e. parking, additional bike facilities, etc.)	41	2%
Convenience - concerns	37	2%
Multi-modality-related support	30	1%
Total Community Members Engaged: 971		

As the data above shows, our most common comment category was design suggestions. Among the design suggestions we received, the following ideas were most common:



KEY THEME	RESPONSES	
Make bicycle/pedestrian facilities more robust and/or wider	135	33%
Further reduce car lanes and/or lane widths and/or parking	105	26%
Increase path visibility	75	18%
Preserve and/or add more trees	34	8%
Prioritize people biking and walking over people driving	24	6%
Total Community Members Engaged: 419		

Outside of design suggestions, we heard the following key themes across engagement methods:



KEY THEME	RESPONSES	
Support for this route	360	19%
Prefers Shilshole Ave	338	18%
Conflicts between people biking and walking	253	13%
Dangerous and/or too many crossings/intersections	182	10%
Requests for SDOT to act more quickly	146	8%
Conflicts between people biking and driving	67	4%
Not a good design	55	3%
Concerns the design would cause traffic backups	52	3%
Conflicts between people biking, walking, and driving	41	2%
Prefers another route	33	2%
Total Community Members Engaged: 971		

FEEDBACK ANALYSIS: BUSINESS OUTREACH

BUSINESSES WE SPOKE WITH

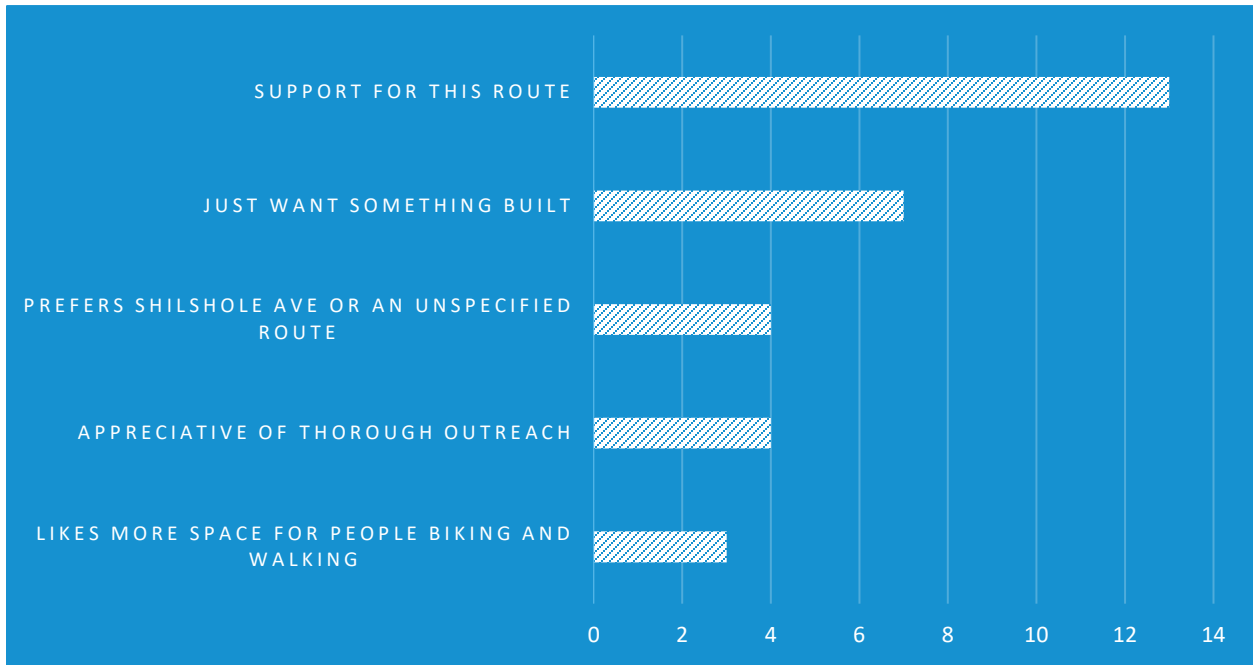
1. 1712 Market
2. 8 Oz Burger and Co
3. Air Control, Inc.
4. Alaska Diesel Electric Marine LLC
5. AMC Cliffy's HVAC & Marine
6. Anchor Tattoo
7. Anchored Ship Coffee
8. Anecdotes
9. Annie's Art and Frame
10. Asadero Ballard
11. Ascent Outdoors
12. Axiom Design Build
13. Bad Albert's
14. Ballard Alliance
15. Ballard Auto Vessel Licensing Agency
16. Ballard Coffee Works
17. Ballard Collision
18. Ballard Consignment
19. Ballard Food Bank
20. Ballard Home Comforts
21. Ballard Industrial
22. Ballard Inn
23. Ballard Insulation
24. Ballard Kiss Café
25. Ballard Landmark
26. Ballard Marine Service, Inc.
27. Ballard Mill Marina
28. Ballard Odd Fellows Lodge
29. Ballard Oil Company
30. Ballard Pizza Company
31. Ballard Senior Center
32. Ballard Sheet Metal Works
33. Ballard Smoke Shop
34. Ballard Terminal Railroad
35. Ballard Time Shop
36. Ballard Woodworks
37. Ballyhoo Curiosity Shop
38. Barnacle
39. BECU
40. Begin
41. Bickersons Brewhouse
42. Billy Beach Sushi
43. Bitterroot/Mammoth
44. Blendily
45. Bowman Marine
46. Breath Wise Healing Arts
47. Buffalo Exchange
48. Building Trades
49. Café Fiorre
50. Café Umbria
51. Canvas Supply
52. Card Kingdom
53. Carter Subaru of Ballard
54. Cathedral
55. CC Filson
56. Cloudburst Brewing
57. Conor Byrne Pub
58. CorePower Yoga
59. Covich-Williams
60. Craftsman Plumbing
61. CSR Marine, Inc
62. CubeSmart Self Storage
63. Culinary Essentials
64. D Ambrosio
65. DIY Tea Lab
66. Dog Yard Bar
67. El Barracho Ballard
68. El Moose
69. Electric and Folding Bikes

- 70. Electric Kitten Tattoo
- 71. Emerald City Smoothie
- 72. Eye Clinic of Seattle
- 73. Fair Trade Winds
- 74. Fleet Feet
- 75. Full Tilt Ice Cream
- 76. Good and Well Supply Co
- 77. GRPPros, Inc.
- 78. Grace Loves Lace Bridal
- 79. Gracia
- 80. Great State
- 81. Hattie's Hat
- 82. Hatton Marine
- 83. Hava Nails and Spa
- 84. Hazlewood
- 85. Horseshoe
- 86. Hot Cakes
- 87. Hotel Ballard
- 88. India Bistro
- 89. Inspire Seattle
- 90. Just Poke Ballard
- 91. KAMgear
- 92. KAVU Ballard
- 93. Kerry Streiff Dentistry
- 94. Kings Hardware
- 95. La Carta de Oaxaca
- 96. La Marzocco
- 97. Lazy Dog Crazy Dog
- 98. Little Tin Goods
- 99. LiveAboard
- 100. Lock & Keel
- 101. Lockspot Café
- 102. LT Nails & Spa
- 103. Lucas Interior
- 104. Lugger
- 105. Macs Upholstery
- 106. Magnum Self Storage
- 107. Market Street Shoes
- 108. Marrian Built
- 109. Matador Ballard
- 110. Mean Sandwich
- 111. Miller Paint
- 112. Mint Hair Studio
- 113. Miro Tea
- 114. MLK Labor
- 115. Mosaic Salon
- 116. Moshi Moshi Sushi
- 117. Mox Boarding House
- 118. Nebar Hose and Fittings
- 119. Nordic Museum
- 120. North Industrial Association
- 121. Northern Lights
- 122. Northwest Vision Clinic
- 123. NSIA
- 124. Ocho Tapas Bar
- 125. Olympic Athletic Club
- 126. Pacific Fishermen Shipyard
- 127. Parish
- 128. Patxi's
- 129. Percy's
- 130. Pestle Rock
- 131. PFI Marine Electric
- 132. Pie Bar
- 133. Pono Ranch / Paving Stone
Supply, INC
- 134. Portage Bay Café
- 135. Pure Indulgence
- 136. Rabid Hands Tattoo
- 137. Rachel's Bagel & Burritos
- 138. Radtke Marine, INC
- 139. Re-Soul
- 140. Richard Hiner Architects
- 141. Rock Steady Hair
- 142. Root
- 143. Rudy's Barbershop
- 144. Sabine
- 145. SagStad Marina
- 146. Sailfish

147. Salmon Bay Café
148. San Fermo
149. Seattle Divorce Services
150. Secret and Savory
151. Secret Garden Books
152. Sen Noodle Bar
153. Shelter Lounge
154. Shiku Sushi
155. Shilshole West Office Building
156. Skål Beer Hall
157. Soaring Heart Natural Beds
158. Sonic Boom Records
159. Space Oddity Vintage Furniture
160. Stabbert Maritime
161. Standard Good
162. Staple and Fancy
163. Starbucks
164. Steel Barber
165. Stoneburner
166. Stoneway Electric
167. Strive and Uplift
168. Studio Ra
169. Sunny Teriyaki
170. Sunset Tavern
171. Swedish Ballard
172. Sweet Mickey's
173. Teamsters
174. Thai Thani Kitchen
175. The Ballard Cut
176. The Fitness Lab
177. The Loft
178. The Market Arms
179. The Noble Fir
180. Twice Sold Tales
181. Urbanist
182. UW Medicine
183. Vain
184. Valentina's Café
185. Vera's Pizza
186. Voyager
187. Walrus and Carpenter
188. WeRo
189. White Lotus Salon
190. Wildflour Bakery
191. Wilson Bros Auto
192. Wonder Bar

WHAT WE HEARD FROM BUSINESSES*

The graph and table below show the 5 most common themes across the comments we received from businesses and property owners.



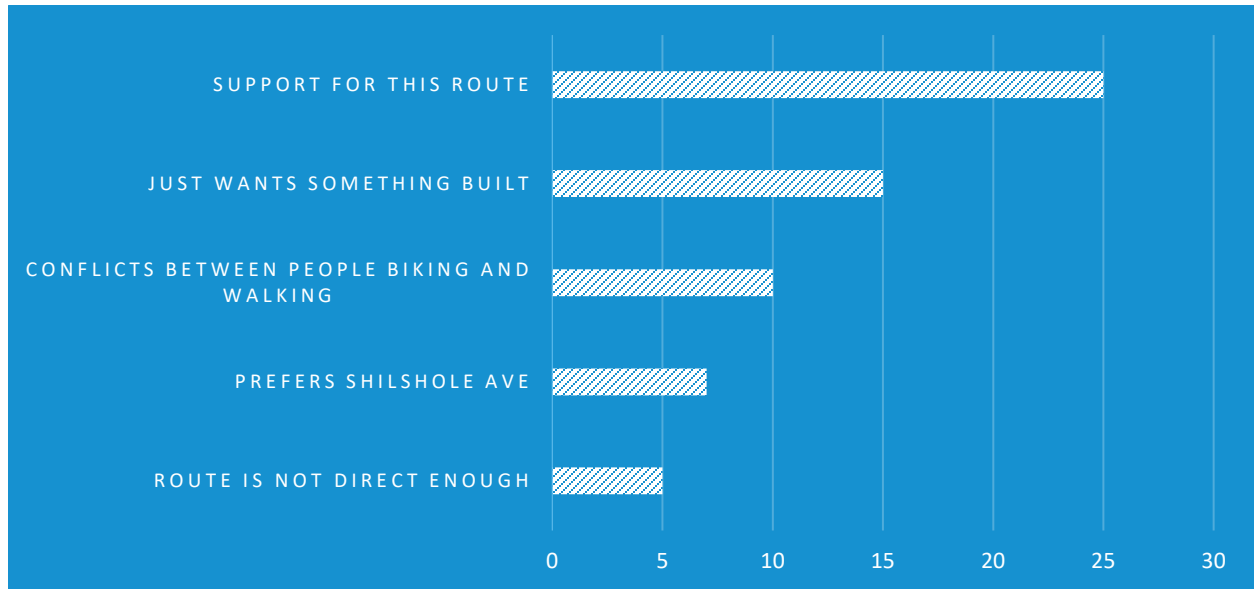
KEY THEME	RESPONSES	
Support for this route	13	28%
Just want something built	7	15%
Appreciative of thorough outreach	4	9%
Prefers Shilshole Ave or an unspecified route	4	9%
Likes more space for people biking and walking	3	7%

Total Businesses Spoken To: 192

**While the outreach team spoke with 192 businesses, the data below reflects that the vast majority did not offer feedback on the spot.*

FEEDBACK ANALYSIS: PUBLIC EVENTS*

The graph and table below show the 5 most common themes across the comments we received from community members who stopped by our table to have a conversation about the project design and offer feedback.



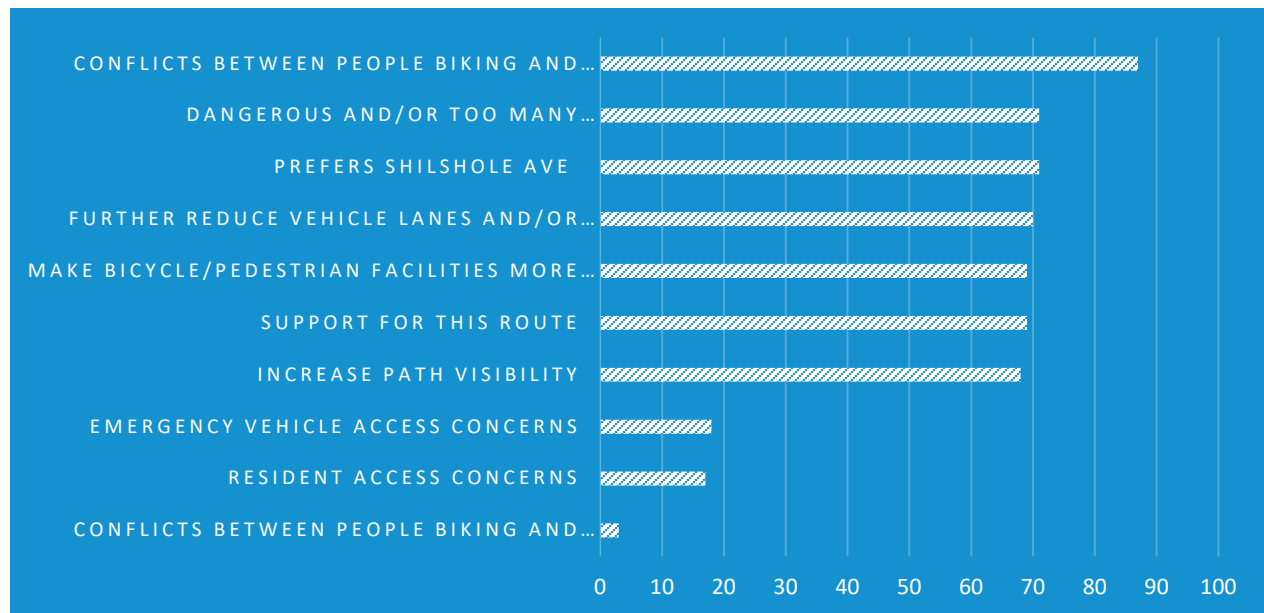
KEY THEME	RESPONSES	
Support for this route	25	35%
Just wants something built	15	21%
Conflicts between people biking and walking	10	14%
Prefers Shilshole Ave	7	10%
Route is not direct enough	5	7%

Total Community Members Spoken With: 85

**Data shown below is an approximation, due to the high number of community members spoken with across our tabling events.*

FEEDBACK ANALYSIS: PROJECT INBOX

The graphs and tables below show the 10 most common themes across the emails we received from community members to our project inbox.

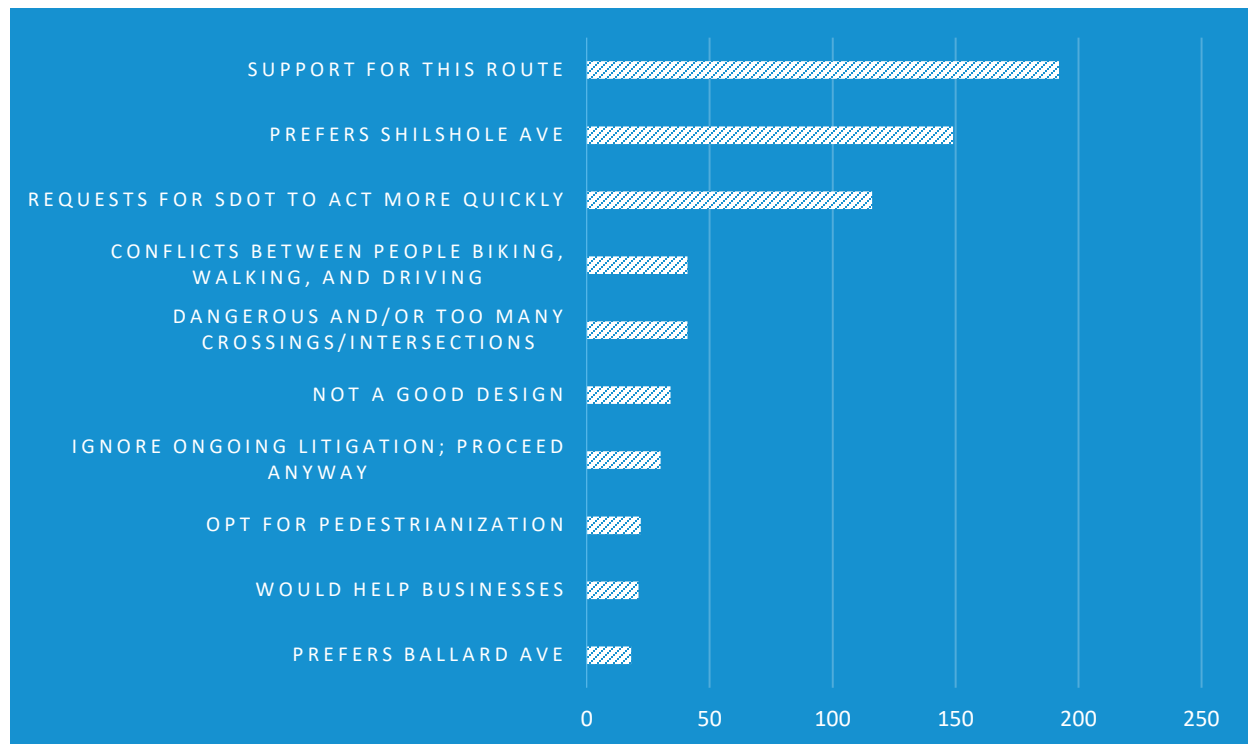


KEY THEME	RESPONSES	
Conflicts between people biking and walking	87	16%
Prefers Shilshole Ave	71	13%
Dangerous and/or too many crossings/intersections	71	13%
Further reduce vehicle lanes and/or lane widths	70	13%
Support for this route	69	13%
Make bicycle/pedestrian facilities more robust and/or wider	69	13%
Increase path visibility	68	12%
Emergency vehicle access concerns	18	3%
Resident access concerns	17	3%
Conflicts between people biking and driving	3	1%
Total Emails Received: 93		

FEEDBACK ANALYSIS: FEEDBACK FORM

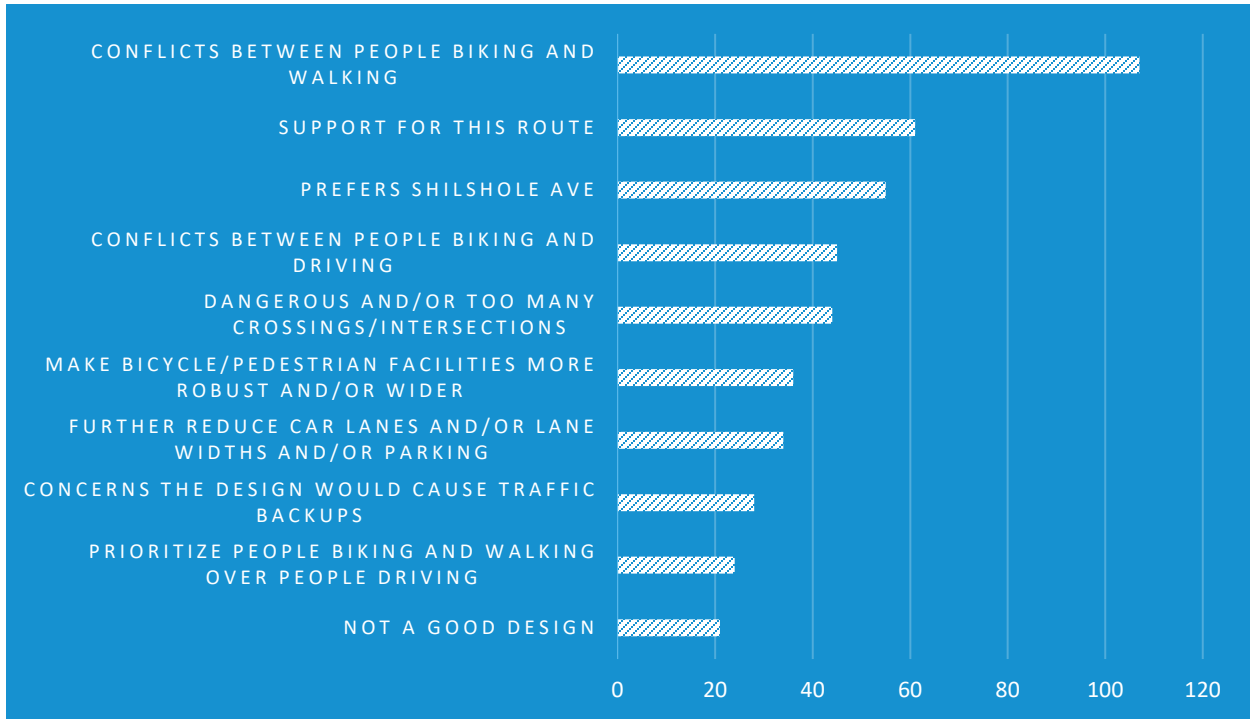
The graphs and tables below show the most common themes across community members' responses to each question in the feedback form.

QUESTION 1: Do you have any general feedback to share about the project?



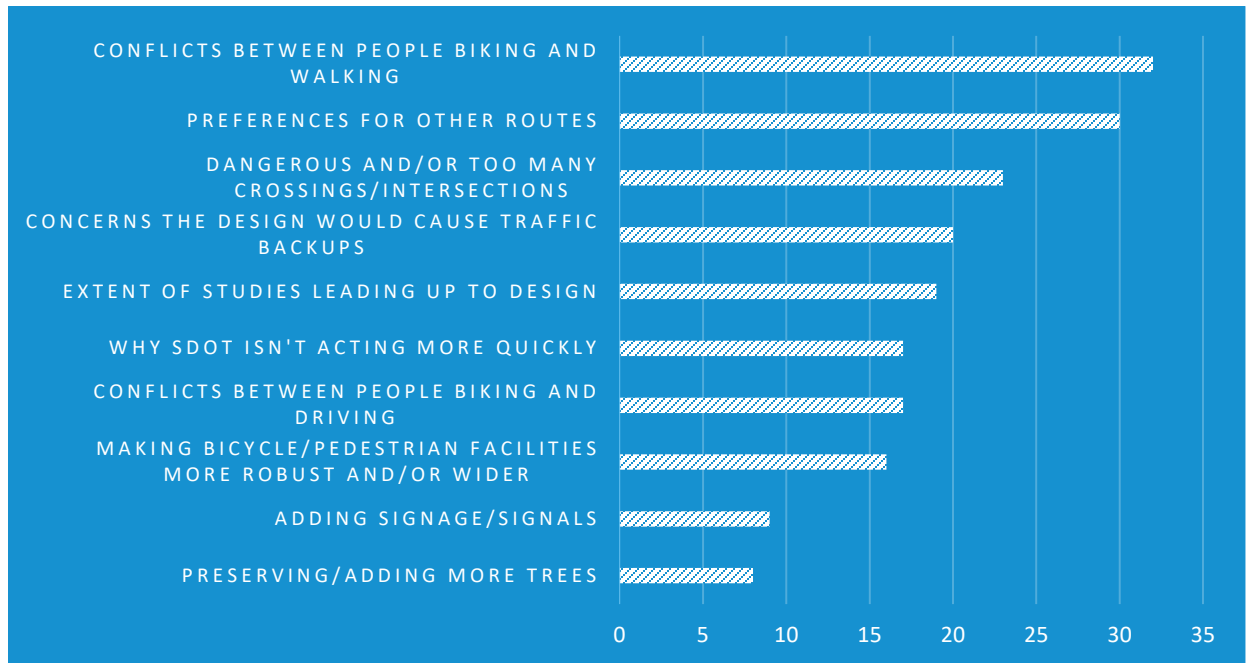
KEY THEME	RESPONSES	
Support for this route	192	25%
Prefers Shilshole Ave	149	19%
Requests for SDOT to act more quickly	116	15%
Dangerous and/or too many crossings/intersections	41	5%
Conflicts between people biking, walking, and driving	41	5%
Not a good design	34	4%
Ignore ongoing litigation; proceed anyway	30	4%
Remove vehicular travel through project area	22	3%
Would help businesses	21	3%
Prefers Ballard Ave	18	2%
Total Respondents: 601		

QUESTION 2: Do you have any comments on our design plans? *



KEY THEME	RESPONSES	
Conflicts between people biking and walking	107	18%
Support for this route	61	11%
Prefers Shilshole Ave	55	9%
Conflicts between people biking and driving	45	8%
Dangerous and/or too many crossings/intersections	44	8%
Make bicycle/pedestrian facilities more robust and/or wider	36	6%
Further reduce car lanes and/or lane widths and/or parking	34	6%
Concerns the design would cause traffic backups	28	5%
Prioritize people biking and walking over people driving	24	4%
Not a good design	21	4%
Total Respondents: 327		

QUESTION 3: Do you have any questions about our 10% design plans? *



KEY THEMES; QUESTIONS AND COMMENTS ABOUT:	RESPONSES	
Conflicts between people biking and walking	32	15%
Preferences for other routes	30	14%
Dangerous and/or too many crossings/intersections	23	11%
Potential for the design to cause traffic backups	20	9%
Extent of studies leading up to design	19	9%
Conflicts between people biking and driving	17	8%
Why SDOT isn't acting more quickly	17	8%
Making bicycle/pedestrian facilities more robust and/or wider	16	8%
Adding signage/signals	9	4%
Preserving/adding more trees	8	4%
Total Respondents: 327		

**Questions 2 and 3 were only open after we published our 10% design plans in November.*

APPENDICES

- Appendix A: Survey Outreach Report
- Appendix B: Project Materials (Mailer, A-Frames, Flyer, FAQ)
- Appendix C: Outreach By The Numbers

Seattle Department of Transportation

“MISSING LINK” BIKE ROUTE STUDY SURVEY REPORT



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OVERVIEW

1,739 Total Responses

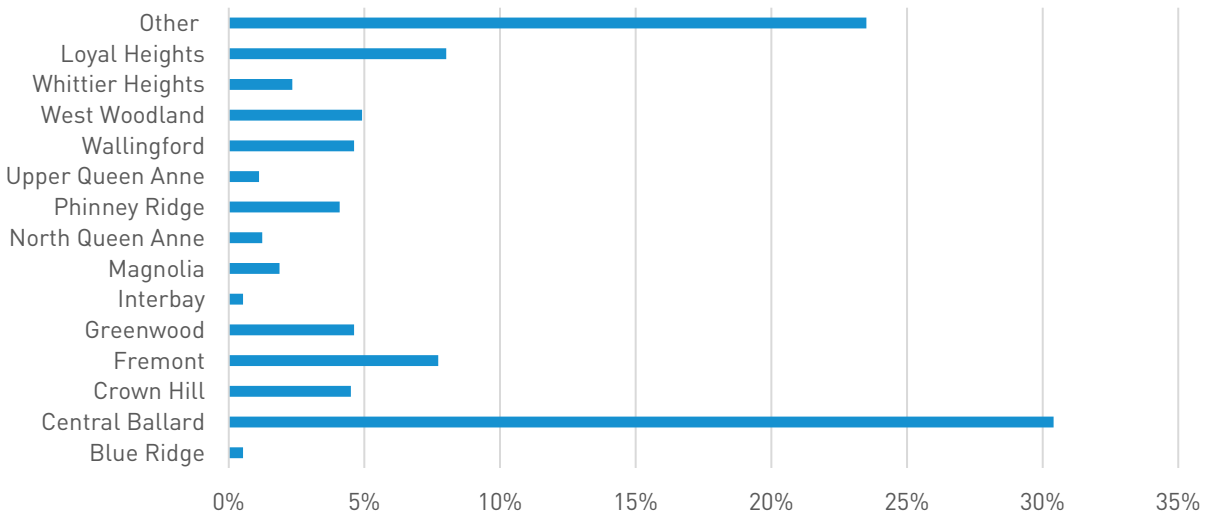
The Seattle Department of Transportation (SDOT) launched an online survey to seek community feedback on what an alternative “Missing Link” connection using 17th Ave NW, Leary Ave NW, and NW Market St would look like and mean for community members and businesses. The “Missing Link” Bike Route Study online survey opened on July 24, 2023, and closed September 8, 2023. The survey was shared via the project listserv, a-frame in the project area, a neighborhood mailer, door-to-door outreach to nearby businesses, tabling, and was posted to the project webpage. We will continue to connect with the community regarding proposed project designs and gather feedback on how to best design this route.

PROJECT 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 along NW Market St, Leary Ave NW, and 17th Ave NW. The Burke-Gilman Trail Missing Link is the long-planned multi-use trail safety improvements along 1.4 miles of Salmon Bay east of the Ballard Locks connecting the two existing sections of the Burke-Gilman Trail in Ballard. SDOT has a 100% design for a proposed route along Shilshole Ave NW, however construction along this route has been paused due to ongoing litigation for over 25 years. This route remains an option if these legal challenges are resolved. Moving forward with designs for the Market/Leary/17th route will help us understand how this project will improve connectivity in the bike network, as well as potential impacts.

1

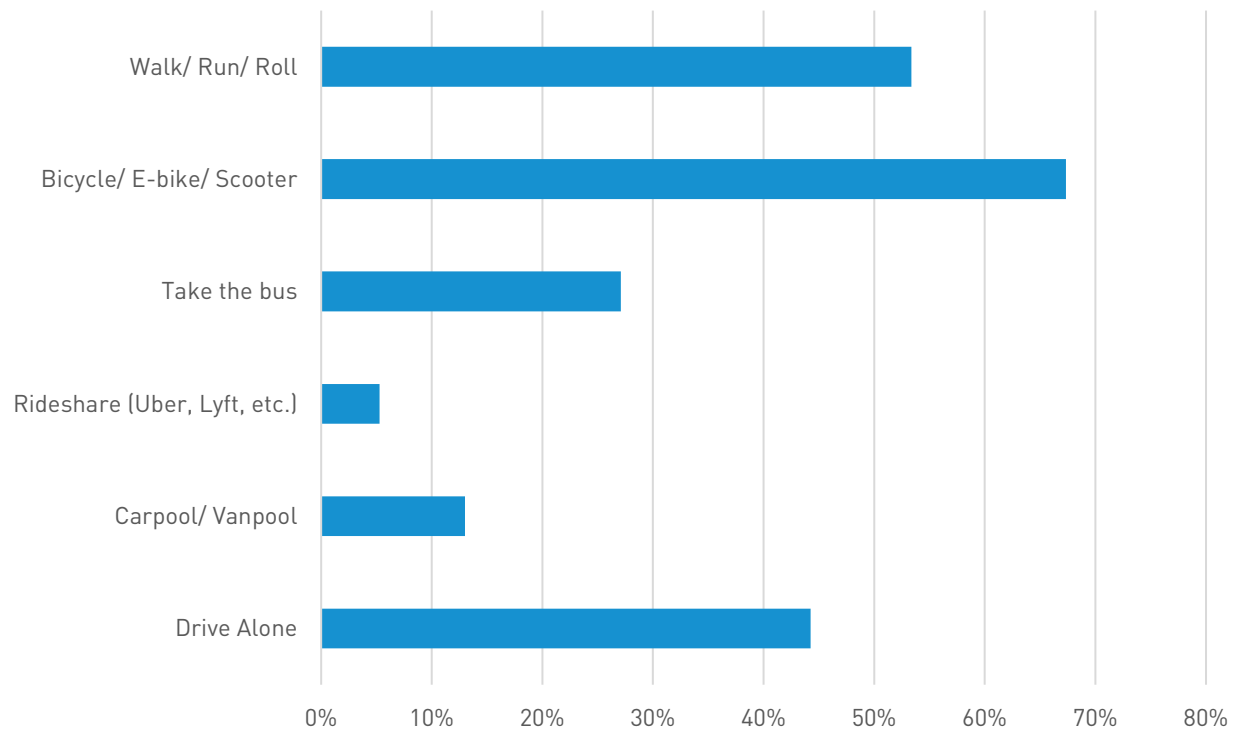
In which neighborhood is your residence or business?



ANSWER CHOICES	RESPONSES	
Blue Ridge	9	1%
Central Ballard	520	30%
Crown Hill	77	5%
Fremont	132	8%
Greenwood	79	5%
Interbay	9	1%
Magnolia	32	2%
North Queen Anne	21	1%
Phinney Ridge	70	4%
Upper Queen Anne	19	1%
Wallingford	79	5%
West Woodland	84	5%
Whittier Heights	40	2%
Loyal Heights	137	8%
Other (please specify)	402	24%
Total Respondents: 1,710		

2

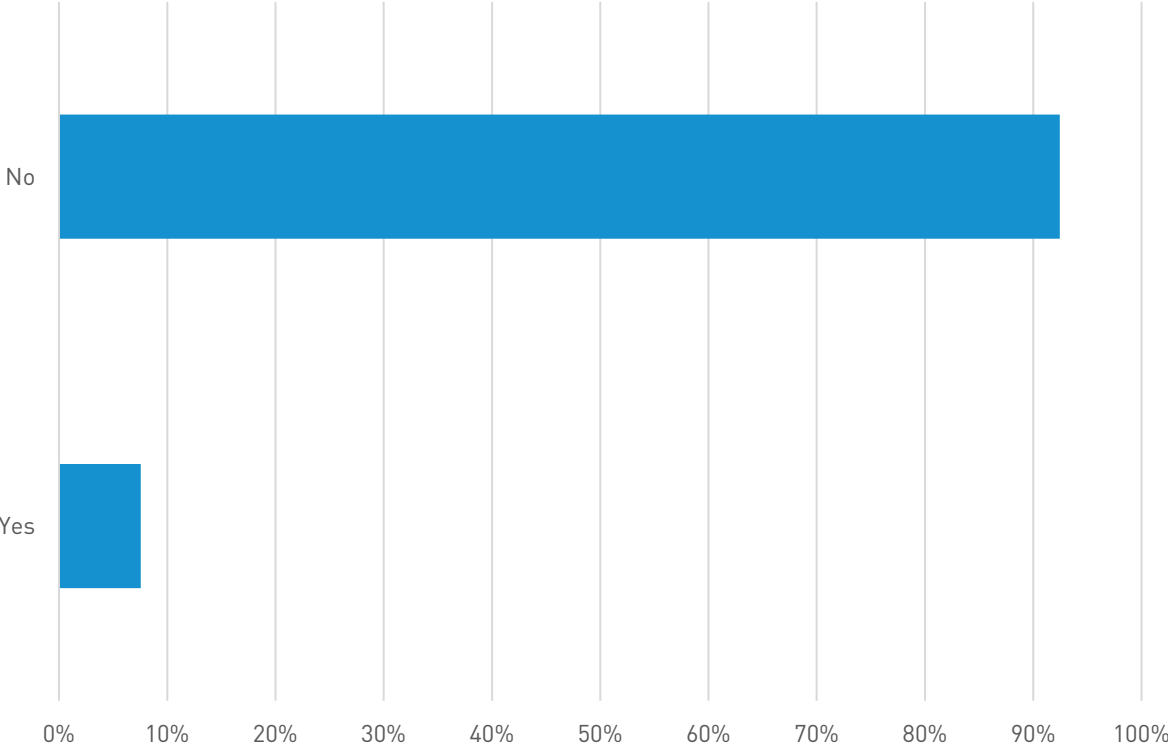
How do you typically travel and visit businesses along NW Market St/Leary Ave NW/17th Ave NW? Please select all that apply.



ANSWER CHOICES	RESPONSES	
Drive alone	756	44%
Carpool / Vanpool	222	13%
Rideshare (Uber, Lyft, etc.)	90	5%
Take the bus	463	27%
Bicycle / E-bike / Scooter	1151	67%
Walk / Run / Roll	912	53%
Total Respondents: 1,709		

3

**Do you own or manage an organization or business that requires travel in this area of central Ballard?
Please refer to the map below.**

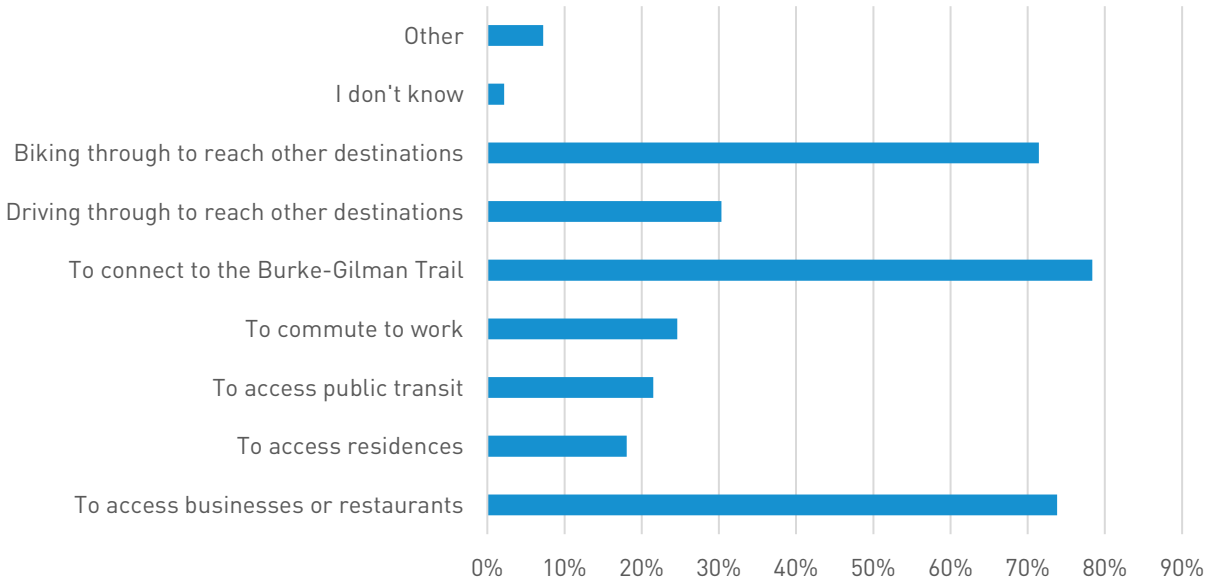


ANSWER CHOICES	RESPONSES	
Yes	129	8%
No	1577	92%
Total Respondents: 1,706		

*Respondents who answered “Yes” to this question received questions 15 through 24 regarding their businesses.

4

How would you use the 17th/Leary/Market route? Please select all that apply.



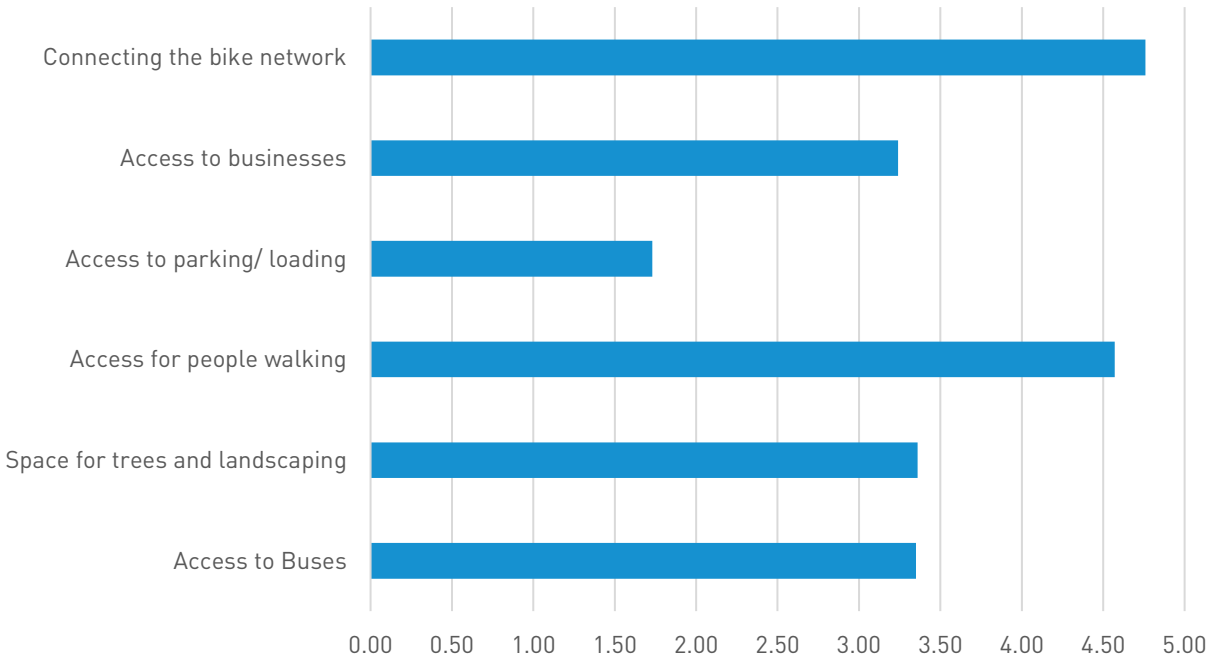
ANSWER CHOICES	RESPONSES	
To access businesses or restaurants	1119	74%
To access residences	274	18%
To access public transit	326	22%
To commute to work	373	25%
To connect to the Burke-Gilman Trail	1188	78%
Driving through to reach other destinations	460	30%
Biking through to reach other destinations	1083	71%
I don't know	33	2%
Other (please specify)	110	7%
Total Respondents: 1,516		

The top five responses for other, included:

1. For leisure or exercise, 34%
2. To access local amenities, 19%
3. This route isn't safe enough to use, 19%
4. Wouldn't use this route, 19%
5. Prefers another route, 15%

5

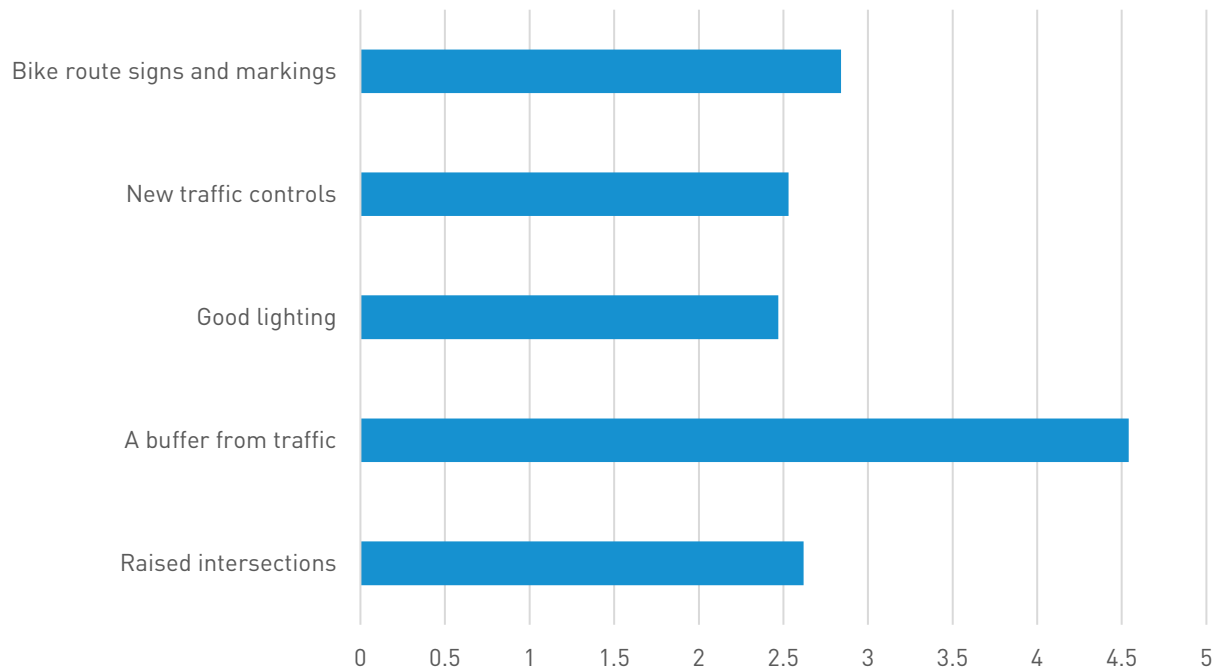
Please rank the following priorities in this corridor:



ANSWER CHOICES	SCORE
Access to buses	3.35
Space for trees and landscaping	3.36
Access for people walking	4.57
Access for parking / loading	1.73
Access to businesses	3.24
Connecting the bike network	4.76
Total Respondents: 1,512	

6

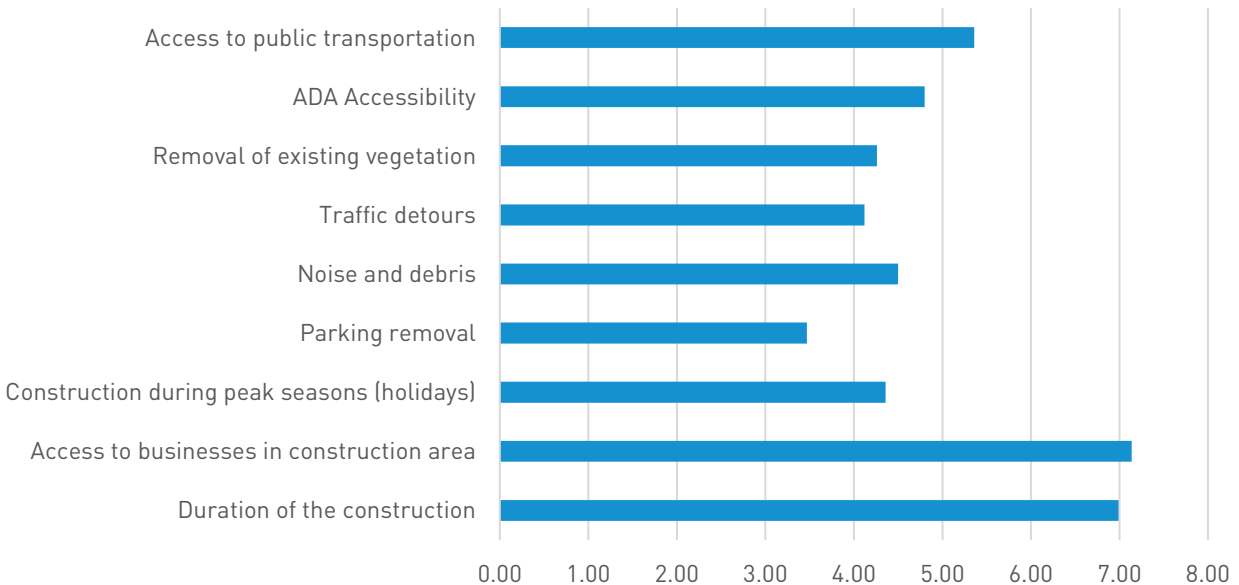
What design elements would you need to feel comfortable with this bike route facility? Please rank the following priorities in this corridor:



ANSWER CHOICES	SCORE
Raised intersections	2.62
A buffer from traffic	4.54
Good lighting	2.47
New traffic controls	2.53
Bike route signs and markings	2.84
Total Respondents: 1,458	

7

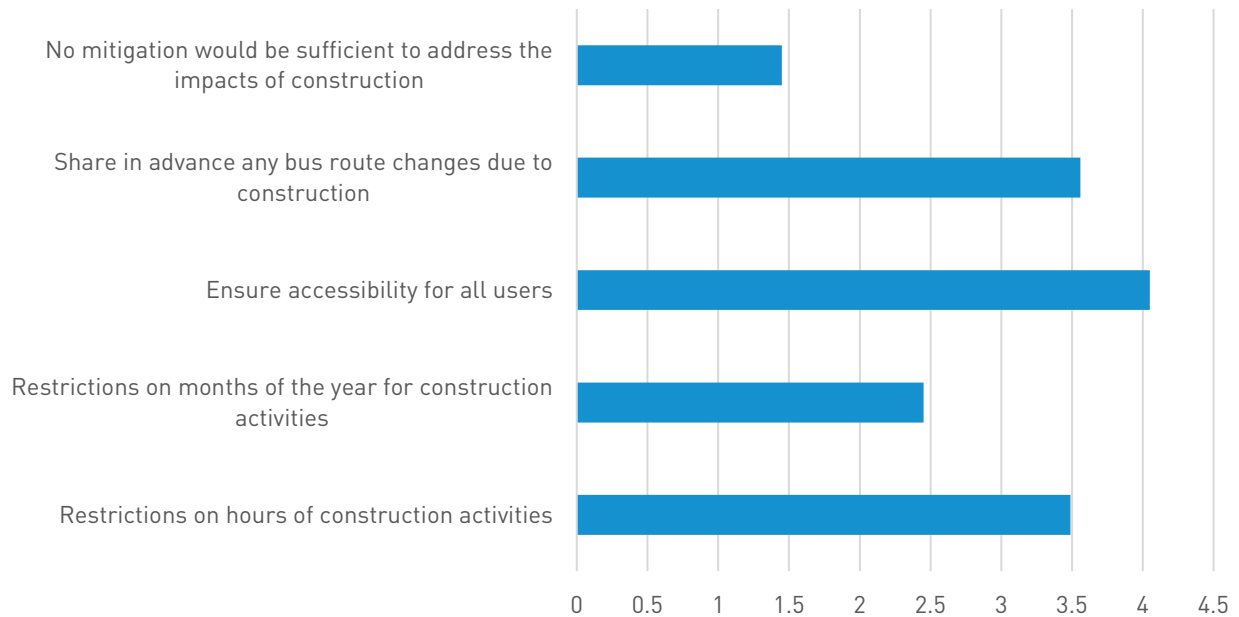
Please rank the following common construction impacts in order from most concerning impact to least concerning impact:



ANSWER CHOICES	SCORE
Duration of the construction	6.99
Access to businesses in construction area	7.14
Construction during peak seasons (holidays)	4.36
Parking removal	3.47
Noise and debris	4.5
Traffic detours	4.12
Removal of existing vegetation	4.26
ADA accessibility	4.8
Access to public transportation	5.36
Total Respondents: 1,444	

8

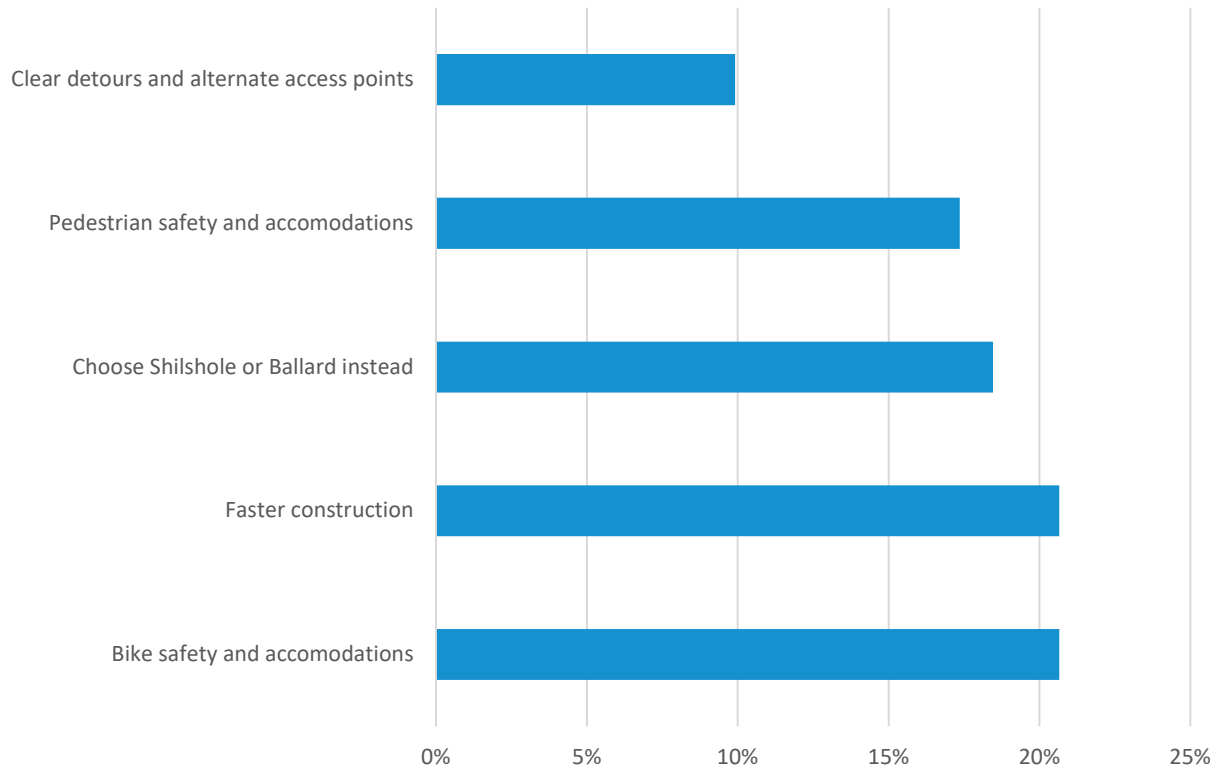
What mitigations would you like to see to reduce the construction impacts in the project area? Please rank the following:



ANSWER CHOICES	SCORE
Restrictions on hours of construction activities	3.49
Restrictions on months of the year for construction	2.45
Ensure accessibility for all users	4.05
Share in advance any bus route changes	3.56
No mitigation would be sufficient	1.45
Total Respondents: 1,346	

9

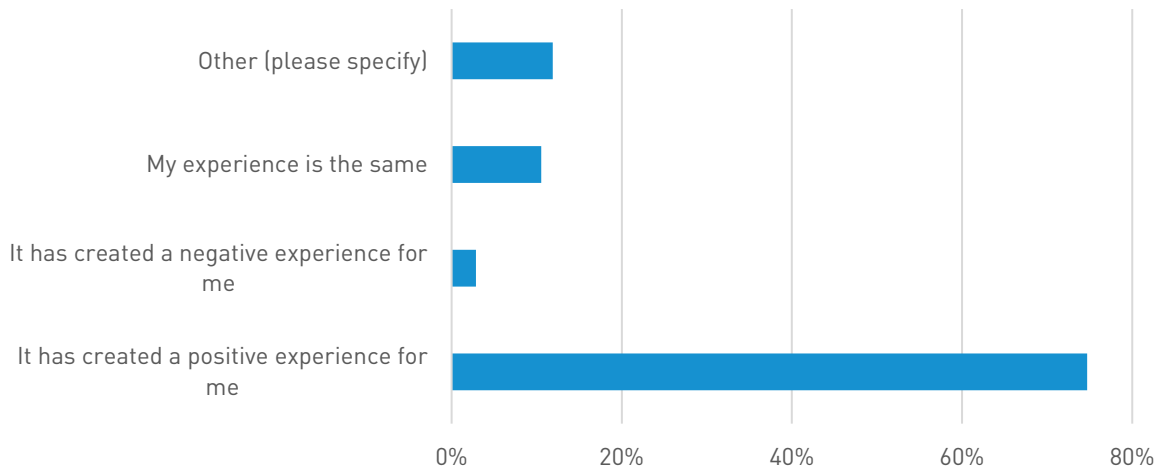
Are there other mitigations you would like to see to reduce the construction impacts in the project area?



TOP 5 WRITE-IN ANSWERS	RESPONSES	
Safety and amenities for people biking	75	21%
Shorter construction timeline	75	21%
Choose route on Shilshole or Ballard instead	67	18%
Safety and amenities for people walking	63	17%
Clear detours and alternate access points during construction	36	10%
Total Respondents: 363		

10

How has the new, wider sidewalk on NW Market St between the Ballard Locks and 24th Ave NW changed your travel experience when walking and biking?



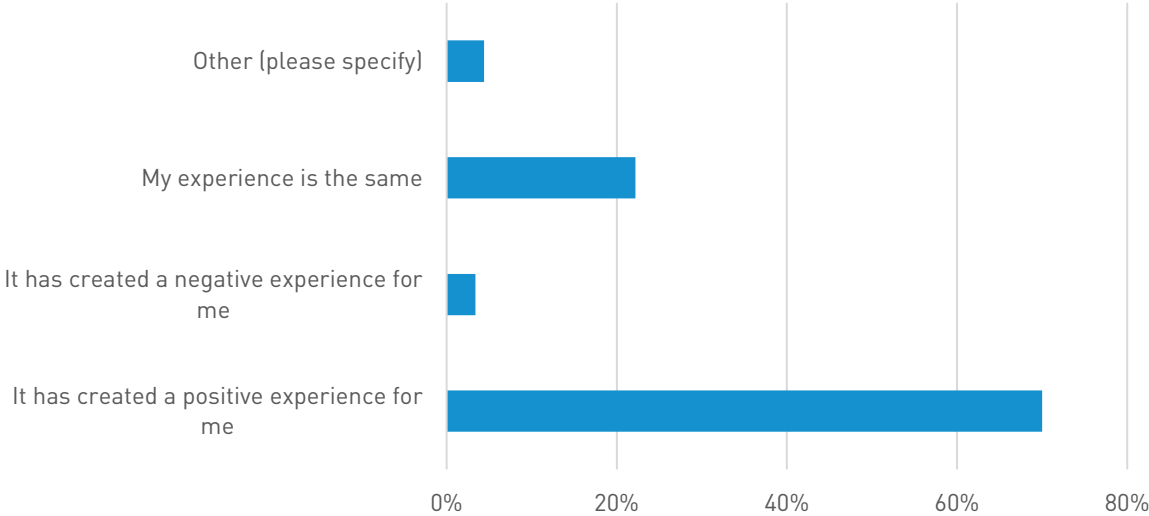
ANSWER CHOICES	RESPONSES	
It has created a positive experience for me	1119	75%
It has created a negative experience for me	43	3%
My experience is the same	158	11%
Other (please specify)	178	12%
Total Respondents: 1,498		

The top five responses for other, included:

1. Too much mixing of people walking and people biking, 49%
2. Need for more signage and/or markings for people walking and biking, 30%
3. Too many trees removed along corridor, 13%
4. Unsafe, 13%
5. Creates conflicts between people walking/biking and people driving, especially with driveways, 5%

11

How has the new NW Market St between Ballard Locks and 24th Ave NW pedestrian improvements changed your experience visiting businesses?



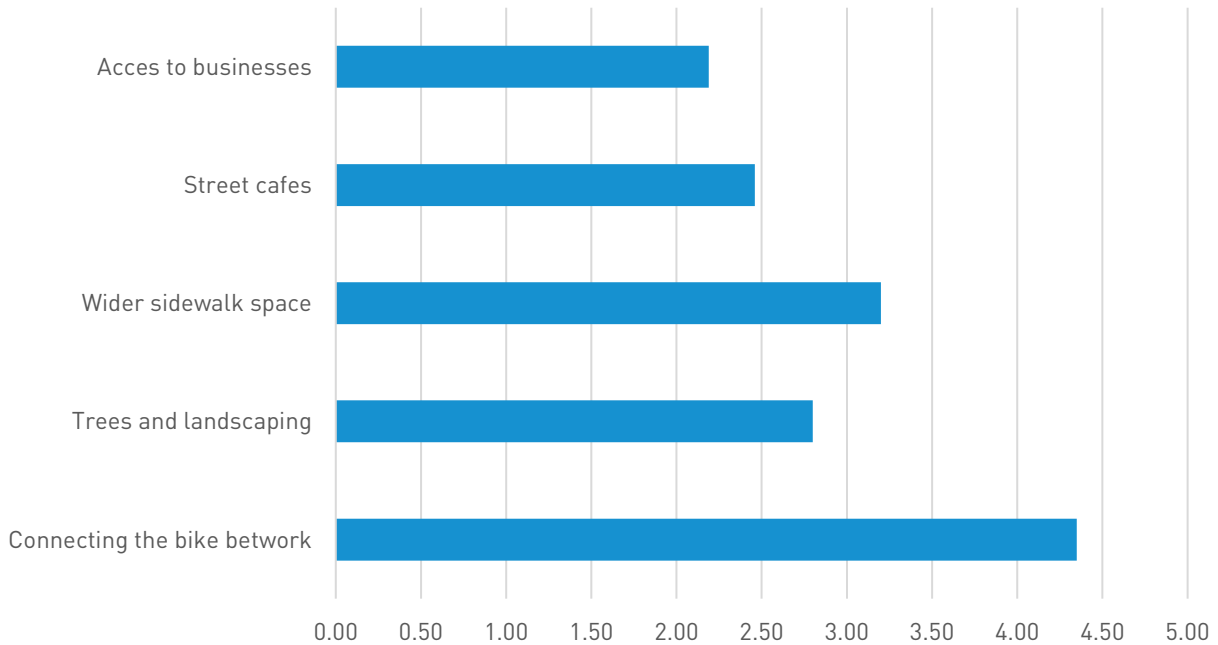
ANSWER CHOICES	RESPONSES	
It has created a positive experience for me	1034	70%
It has created a negative experience for me	50	3%
My experience is the same	328	22%
Other (please specify)	65	4%
Total Respondents: 1,477		

The top five responses for other, included:

1. Concerned about long-term impacts from construction, 40%
2. Improvements are disruptive to traffic and/or parking, 25%
3. Overall approval of the improvements, 18%
4. Concerned about shared use path for people walking and biking, 14%
5. Not applicable or no change, 3%

12

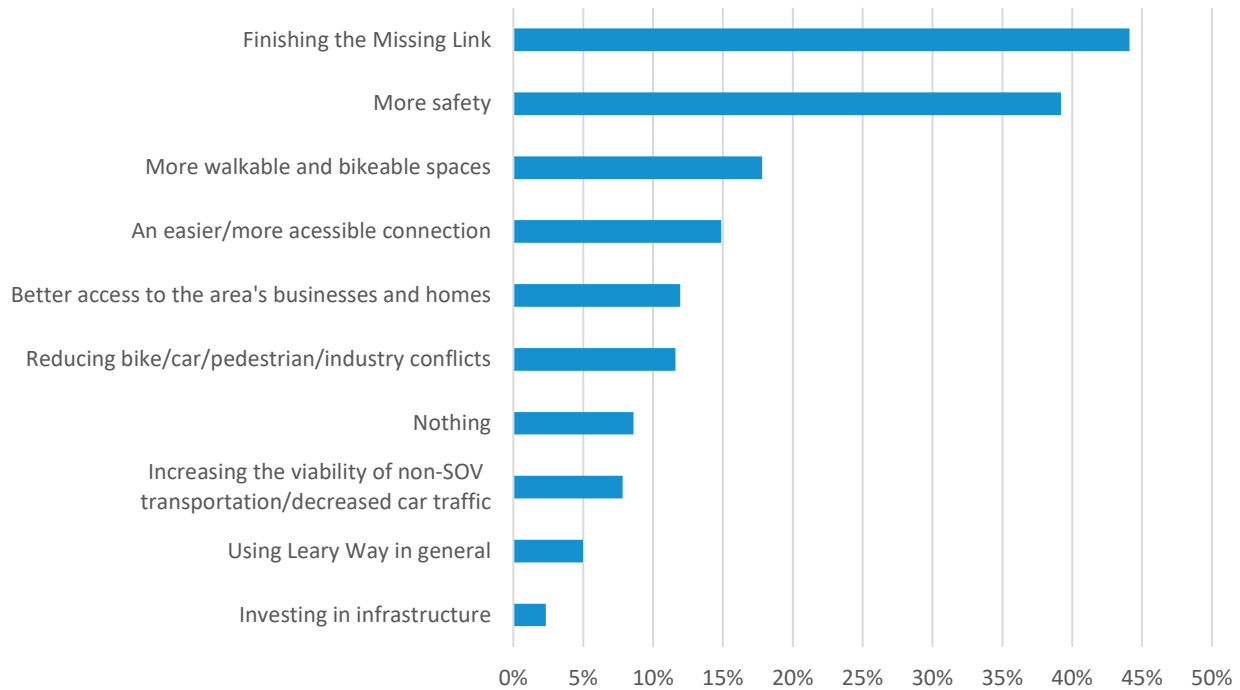
Please rank the following priorities in this corridor:



ANSWER CHOICES	SCORE
Connecting the bike network	4.35
Trees and landscaping	2.8
Wider sidewalk space	3.2
Street cafes	2.46
Access to businesses	2.19
Total Respondents: 1,322	

13

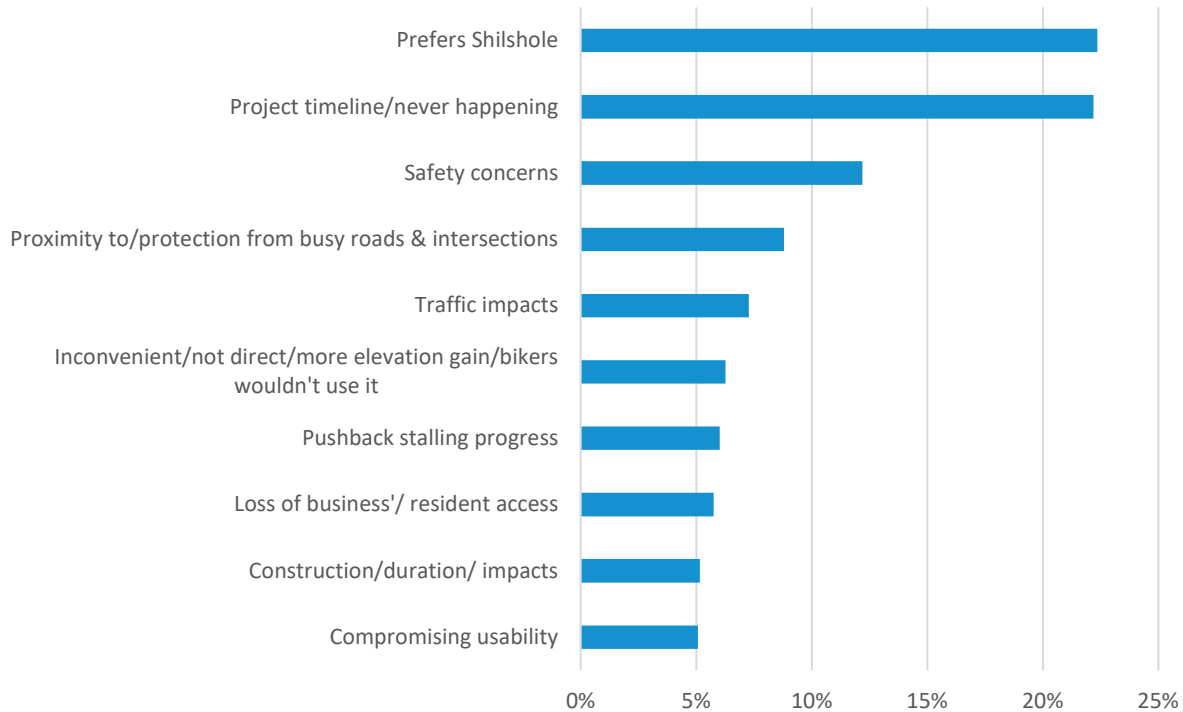
What is one positive thing you are excited about regarding this proposed project?



TOP 10 WRITE-IN ANSWERS	RESPONSES	
Finishing the Missing Link	513	44%
Enhancing safety in the area	456	39%
More space for people walking and biking	207	18%
An easier/more accessible connection for people biking	173	15%
Better access to businesses and homes in the area	139	12%
Reducing conflicts between people walking/biking and people driving	135	12%
Nothing	100	9%
Increasing the possibility of multimodal transportation systems	91	8%
Using Leary Way, in general	58	5%
Investing in infrastructure improvements	27	2%
Total Respondents: 1,163		

14

What is one thing you are concerned about regarding this proposed project?



TOP 10 WRITE-IN ANSWERS	RESPONSES	
Prefers Shilshole route	264	22%
Project timeline and project never reaching completion	262	22%
Concerns around safety for people walking and biking	144	12%
Proximity to and protection from busy roads and intersections	104	9%
Impacts to traffic for people driving	86	7%
Not a convenient route, so people biking wouldn't use it	74	6%
Pushback could and will stall progress	71	6%
Potential access restrictions for businesses/residences	68	6%
Construction duration and impacts	61	5%
Compromising usability of Leary for all users	60	5%
Total Respondents: 1,181		

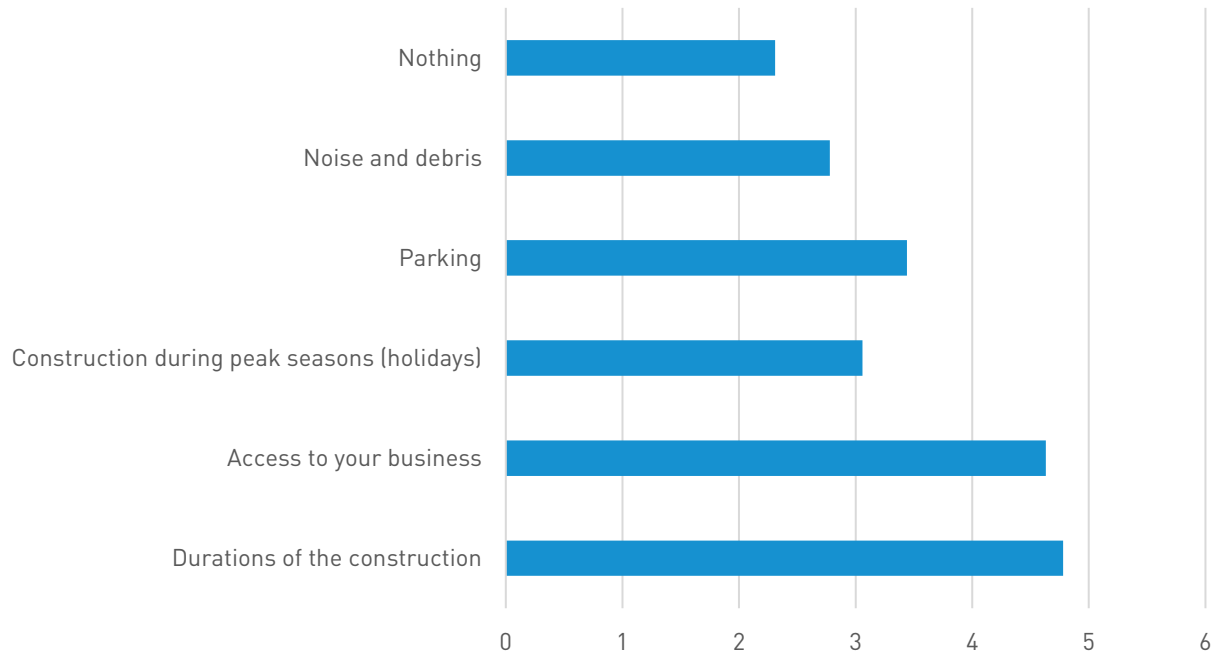
Due to an unprecedented number of concerns brought up, the table on the prior page shows the top 10 common categories of responses, and other categories that were less common are summarized below. While these categories of responses were less common, we acknowledge that doesn't make them any less important, so we're including them below to emphasize the value of community members' unique perspectives. Some responses corresponded to multiple categories, so total percentages may be greater than 100 percent.

Other responses, included:

- Not enough separation between people walking and people biking, causing risks for people biking encountering people walking blocking their path and people walking finding themselves near higher-speed bicycles, 5%
- Overprioritizing businesses, freight, and/or vocal stakeholders, resulting in a design that does not meet the needs of other community members, 5%
- Need for greater bicyclist accommodations to further increase safety, accessibility, and/or usability, 4%
- Cost of the project, and a desire for funds to come from elsewhere, 3%
- Overprioritizing cars in the design, including parking availability, 3%
- Concerns related to the Market St. segment including busy intersections, amount of vehicle traffic, and Farmers' Market complications, 3%
- Tree removal, resulting in a number of impacts including lower carbon capture, decreased corridor beauty, and reduced protection from heat created by sunlight reflecting off concrete, 3%
- A design outcome that is ultimately car-centric in nature, defeating the purpose of investing in bicycle infrastructure, 2%
- Prefers a route along Ballard Ave instead, 2%
- A lack of routes for people walking and biking until the project is complete, 2%
- Causing new lawsuits that further delay the process, 2%
- People ignoring traffic signals and speed limits, making traffic calming features less effective and introducing safety risks not factored into the design, 2%
- A need for clear signage on this new route to ensure it is easy to follow, 2%
- Reducing bus access and reliability, 2%

15

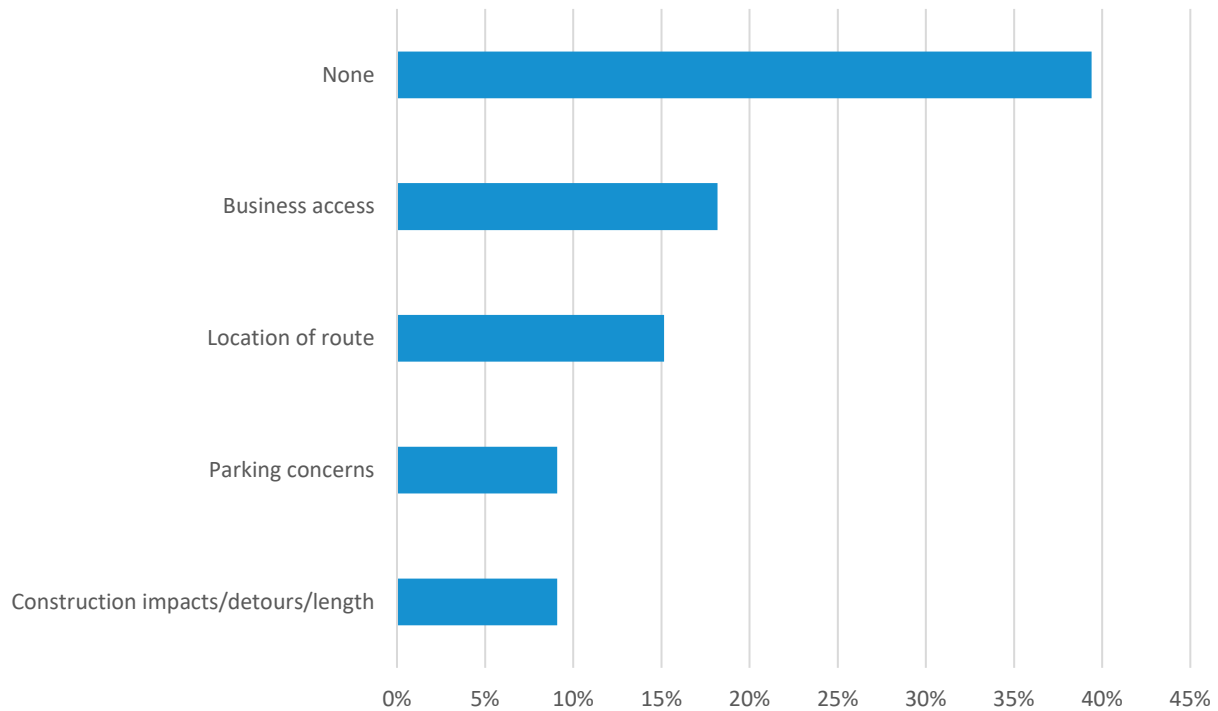
If this project were to be constructed, what would be your main concerns construction would have on your business. Please rank the following:



ANSWER CHOICES	RESPONSES
Durations of the construction	4.78
Access to your business	4.63
Constructions during peak seasons (holidays)	3.06
Parking	3.44
Noise and debris	2.78
Nothing	2.31
Total Respondents: 87	

16

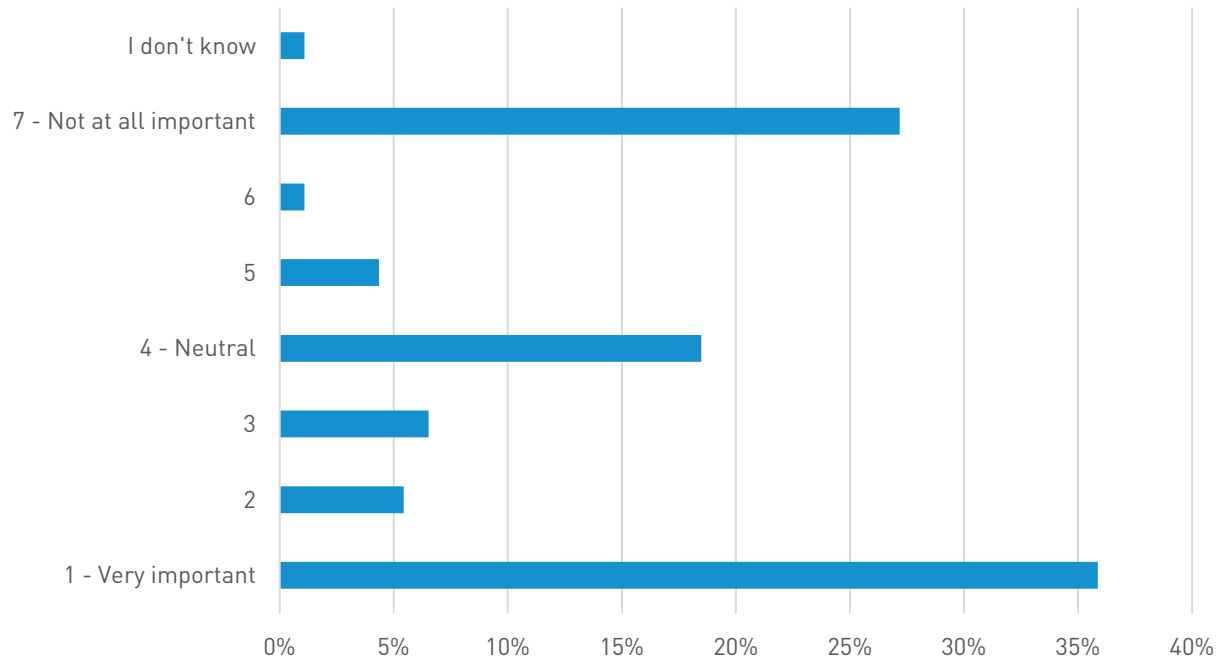
Do you have any other concerns for your business about construction?



TOP 5 WRITE-IN ANSWERS	RESPONSES	
None	13	39%
Business access	6	18%
Location of bike route	5	15%
Concerns related to customer and employee parking	3	9%
Construction impacts including detours and construction duration	3	9%
Total Respondents: 33		

17

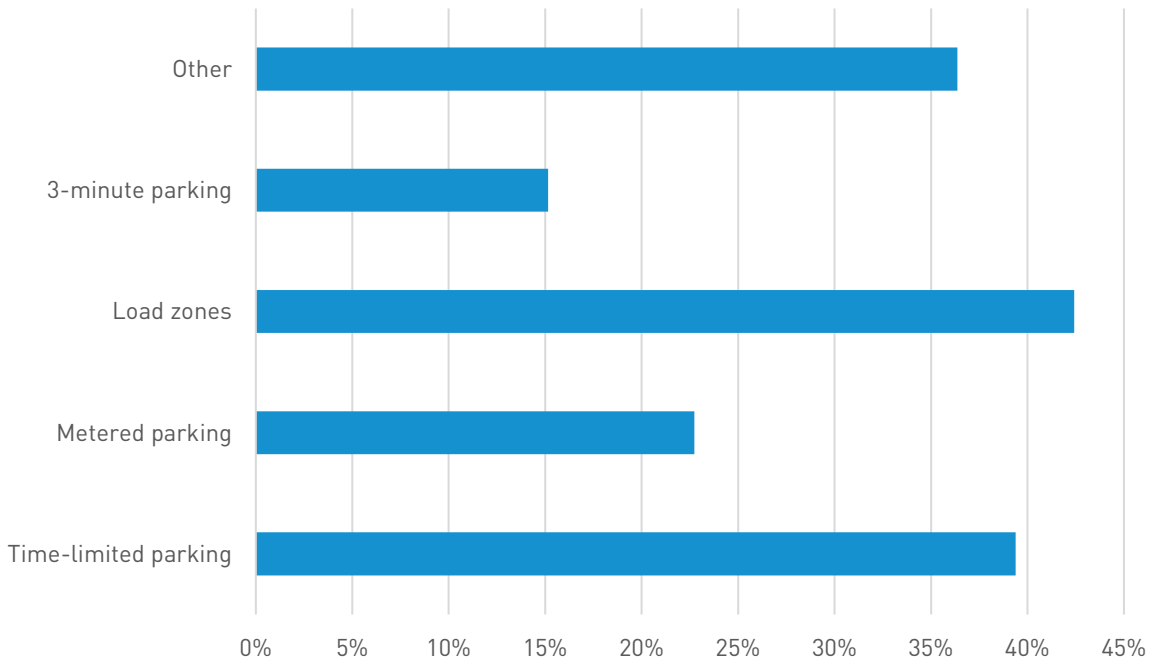
How important is on-street parking for your employees?



ANSWER CHOICES	RESPONSES	
1 – Very important	33	36%
2	5	5%
3	6	7%
4 – Neutral	17	18%
5	4	4%
6	1	1%
7 – Not at all important	25	27%
I don't know	1	1%
Total Respondents: 92		

18

If there are impacts to parking, what would you/your business need to manage on-street parking or loading needs? Please select all that apply.



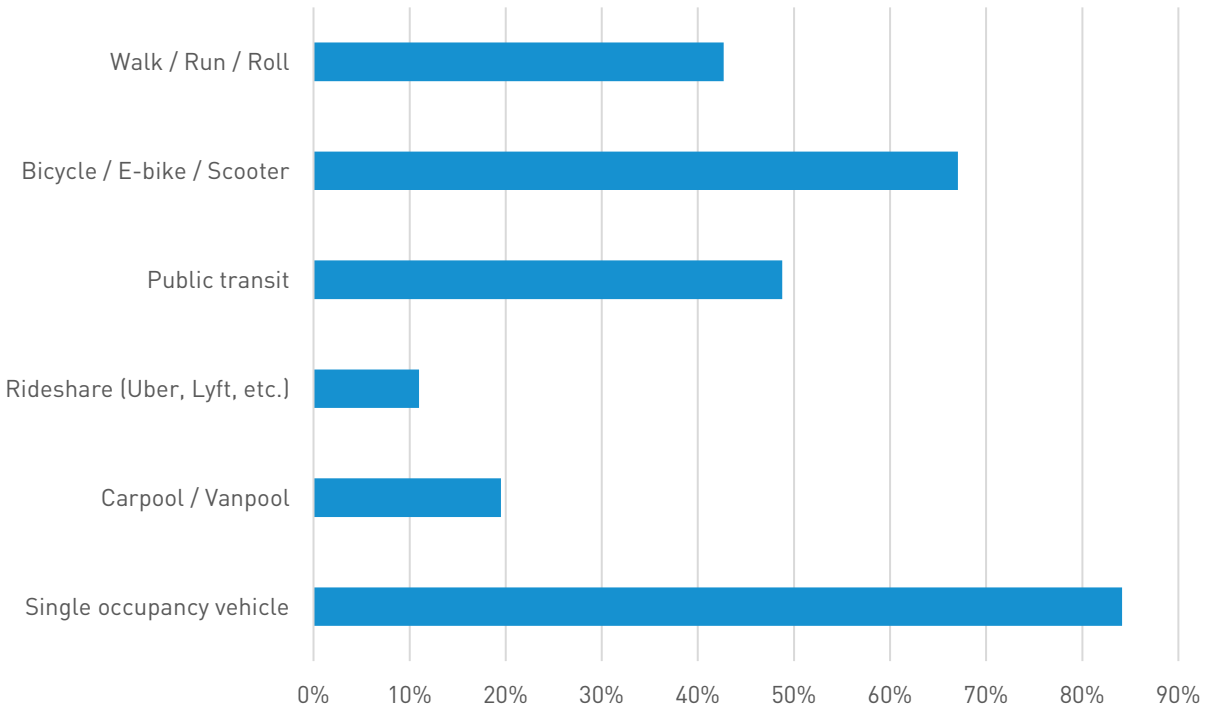
ANSWER CHOICES	RESPONSES	
Time-limited parking	26	39%
Metered parking	15	23%
Load zones	28	42%
3-minute parking	10	15%
Other (please specify)	24	36%
Total Respondents: 66		

The top five responses for other, included:

1. Preserving access to parking, 12%
2. None, 11%
3. Further restricting/metering parking spots and increasing enforcement, 6%
4. Retaining load zones, 3%
5. Unrestricting parking along the corridor, 3%

19

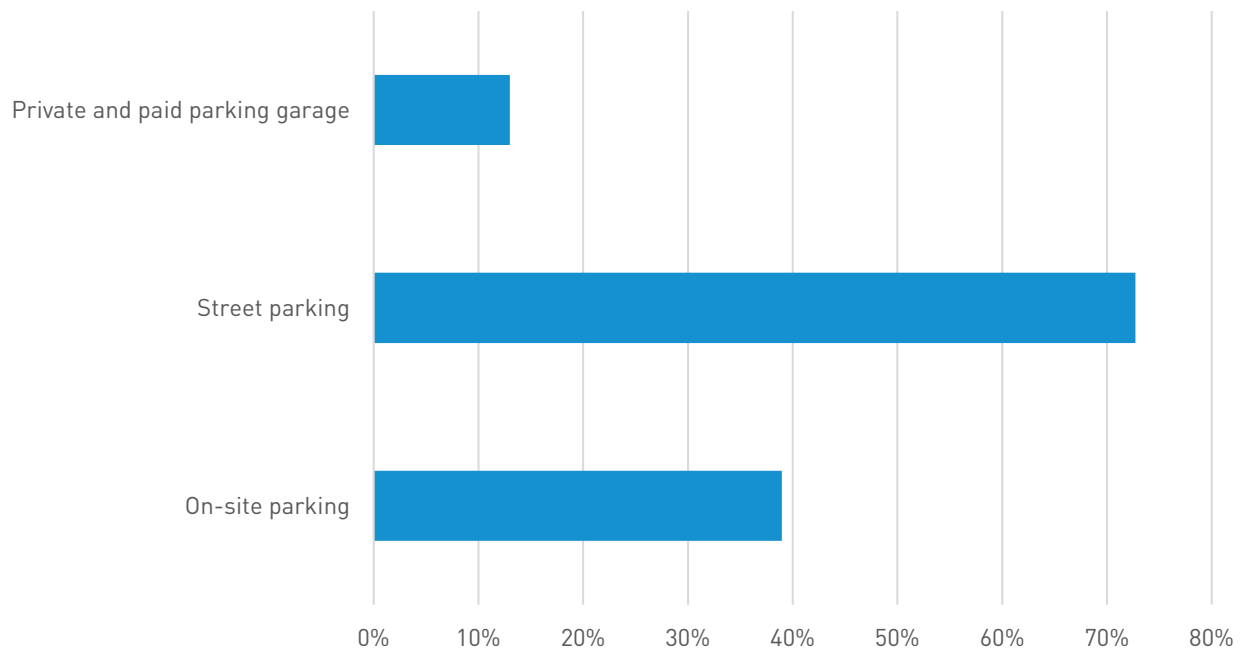
How do your employees travel to your business or organization? Please select all that apply.



ANSWER CHOICES	RESPONSES	
Single occupancy vehicle	69	84%
Carpool / Vanpool	16	20%
Rideshare (Uber, Lyft, etc.)	9	11%
Public transit	40	49%
Bicycle / E-bike / Scooter	55	67%
Walk / Run / Roll	35	43%
Total Respondents: 82		

20

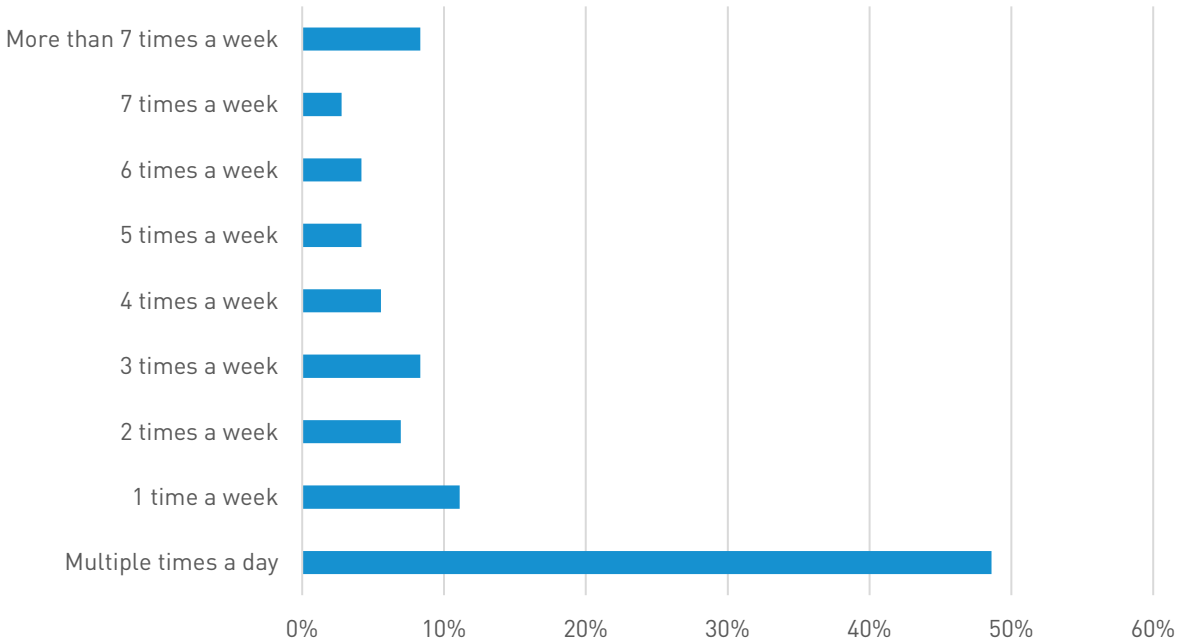
If using a single occupancy vehicle or carpool/vanpool, where do employees park when visiting your business/organization? Please select all that apply.



ANSWER CHOICES	RESPONSES	
On-site parking	30	39%
Street parking	56	73%
Private and paid parking garage	10	13%
Total Respondents: 77		

21

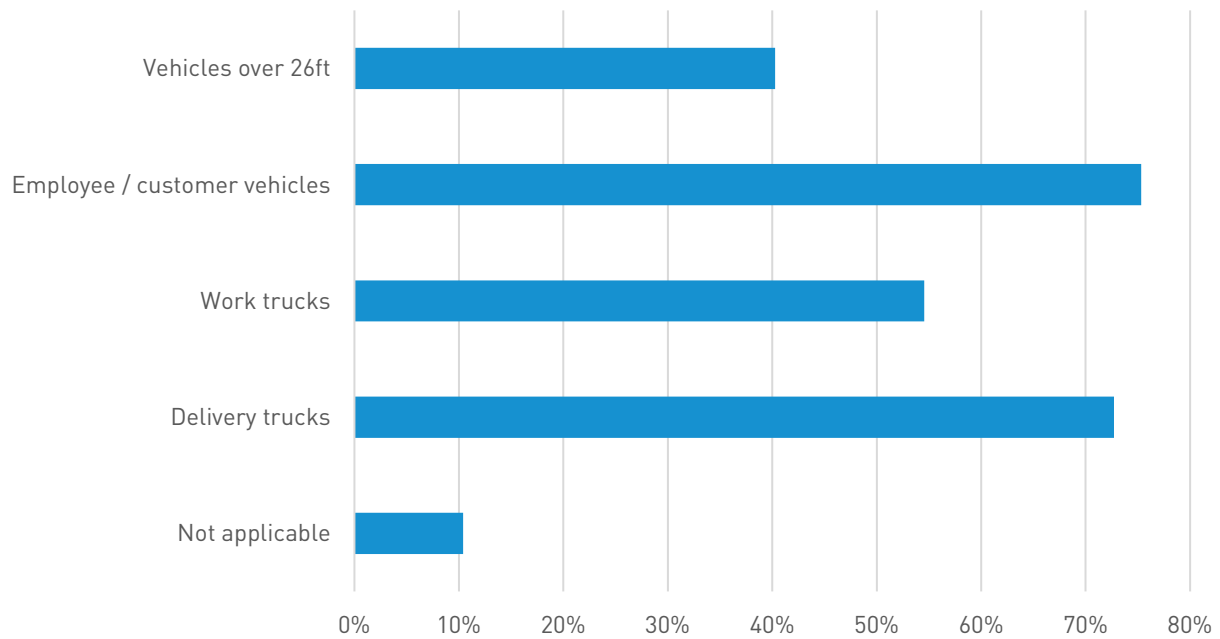
How often do delivery trucks access your building?



ANSWER CHOICES	RESPONSES	
Multiple times a day	35	49%
1 time a week	8	11%
2 times a week	5	7%
3 times a week	6	8%
4 times a week	4	6%
5 times a week	3	4%
6 times a week	3	4%
7 times a week	2	3%
More than 7 times a week	6	8%
Total Respondents: 72		

22

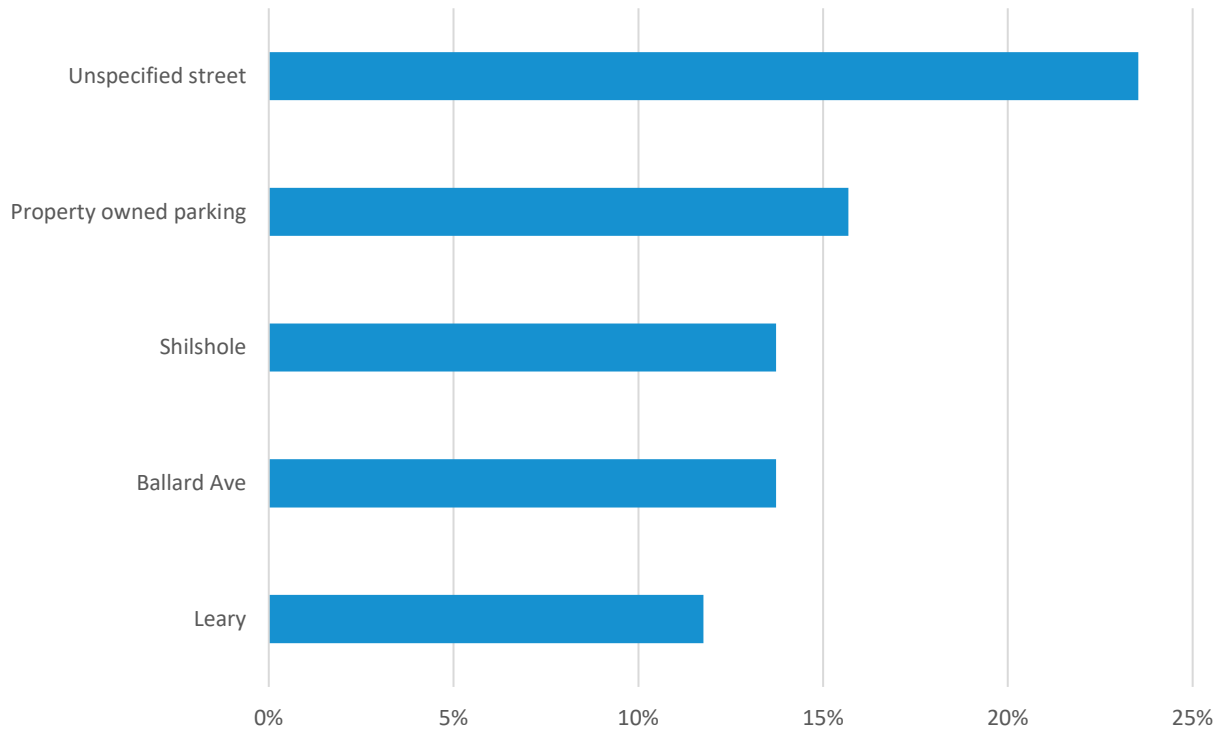
What kinds of vehicles access your business/organization? Please select all that apply.



ANSWER CHOICES	RESPONSES	
Not applicable	8	10%
Delivery trucks	56	73%
Work trucks	42	55%
Employee / Customer vehicles	58	75%
Vehicles over 26ft	31	40%
Total Respondents: 77		

23

Where do delivery vehicles access your business/organization?



TOP 5 WRITE-IN ANSWERS

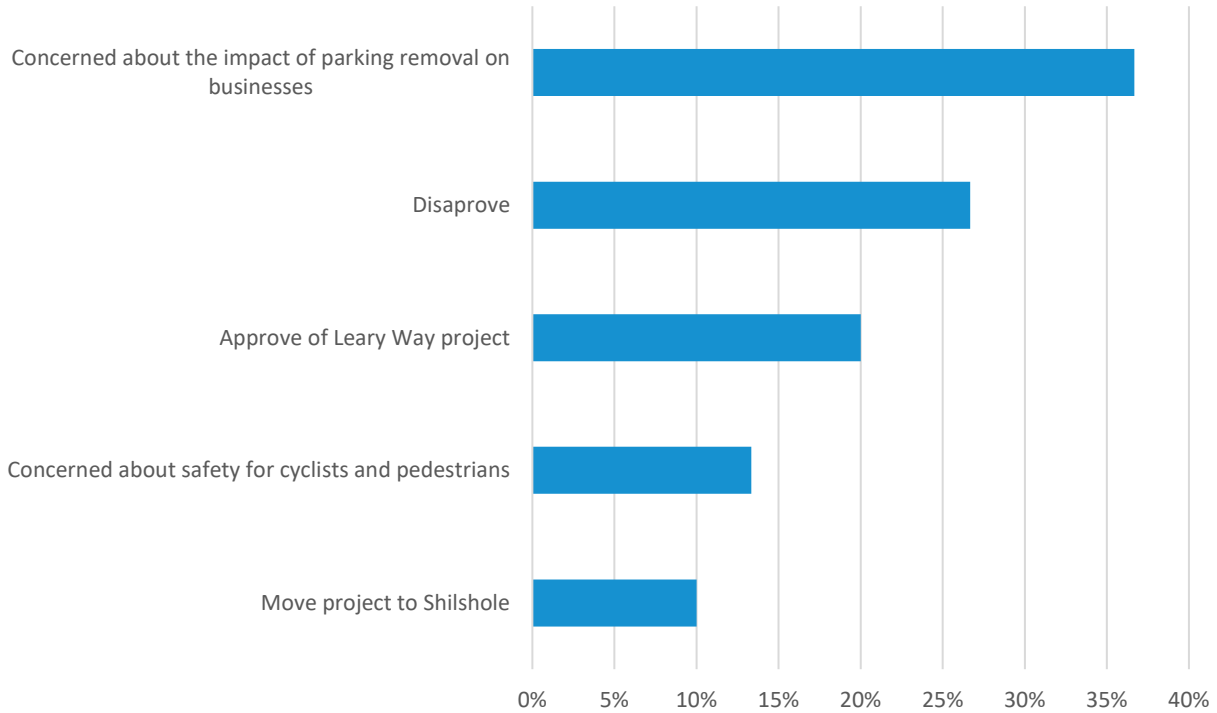
RESPONSES

Unspecified street parking	12	24%
Property-owned parking	8	16%
Shilshole Ave NW	7	14%
Ballard Ave NW	7	14%
Leary Ave NW	6	12%

Total Respondents: 51

24

Anything else you want to share about your operations, or other feedback on the project?



TOP 5 WRITE-IN ANSWERS	RESPONSES	
Concerns about the impact of parking removal	11	37%
Disapproval of the project	8	27%
Approval of the project	6	20%
Concerns about safety for people walking and biking	4	13%
Prefers Shilshole route	3	10%
Total Respondents: 30		

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

General Design

The following paragraphs highlight general facts about the proposed connection through Ballard along NW Market Street, Leary Avenue NW, and 17th Avenue NW. Currently, designs are only at the 10% level, and are meant only to show conceptual information about potential trail alignment, parking locations, and landscaped areas. They are subject to change. No plans for future construction have yet been developed.

SDOT proposes to follow trail standards so that this .6 mile connection could exist in the future as part of the Burke Gilman Trail “Missing Link” for both pedestrians and people who use bikes or other mobility devices. The design of the trail would follow trail standard widths of 10 ft minimum throughout the project area, but wider where feasible. Along Market and Leary in areas with high pedestrian activity, an 8 ft sidewalk would exist alongside the trail, as well as a 6 ft frontage zone for street cafes or building entrances. There would also be expanded areas for 5 ft wide minimum landscaping buffers along the route from vehicular traffic, and 10 ft wide transit loading areas for pedestrians next to any bus stops. The space for these improvements would be created by moving the existing curb line out 5-10 ft and undergrounding some utilities along the route. The roadway channelization designed for this project would maintain the already-proposed Route 40 design for one lane of general-purpose traffic in either direction for Market and Leary and bus lanes where they exist along the curb. Vehicular travel lane widths for both general purpose and bus lanes would remain 11ft minimum. No additional reductions in vehicular travel lanes would be proposed with this project, but some raised crossings at intersections, additional curb bulbs, and signal updates to accommodate safe trail crossings are included. Center turn lanes along Leary would be maintained to provide queuing space for driveway turning access along the route.

Parking Lost and Gained

The project design proposes taking some existing parking and loading from Market, Leary, and 17th, but would maintain most of the parking and loading zones used along the southwest side of Leary (Shilshole side) and along the west side of 17th. Overall, the project design would lose about 53 spaces on Leary and 17th. However, due to the proposed operational changes to make NW 48th Street one-way westbound between Ballard Ave and 17th, and to make 22nd Avenue NW one-way northbound between Ballard Ave and Market, the project design would gain about 66 parking spaces as back-in angle spots on those two streets. So overall the project design for the trail would gain a net parking increase of 13 new spaces in the neighborhood. There would also be more ADA spaces required and designed with accessible loading zones.

Trees Removed and Replaced

The project aims to protect as many existing trees as possible and incorporate them into the design. The project design would require the removal of all the existing mature trees on the south side of Market in order to move the curb line and utilities outward. These trees would be required to be replaced at a 3 to 1 ratio in the project area. At this point the 5-6 ft wide landscape strip along the entire route, as well as some additional pockets of landscaping seem sufficient to house the 90 or so trees needed to replace the approximately 30 trees that could potentially be lost along the entire route. There is not yet sufficient information on the health of these existing trees, or a proposal for what tree types they would be replaced with.

What are multi-use trails?

Multi-use trails allow for two-way, off-street use for people walking, biking, rolling, and using other mobility devices. They provide convenient access to neighborhoods, parks, schools, shopping areas, and

Questions?

Jules Posadas, Outreach Lead

jules.posadas@seattle.gov | 206-684-5296

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



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Department of
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employment centers for all ages and abilities. Seattle's multi-use trails are an essential part of the city's transportation network. Multi-use trails contribute to SDOT's mission to deliver a safe, reliable, efficient, and socially equitable transportation system that enhances Seattle's environment and economic vitality.

What standards does the design of this multi-use trail follow?

Our current proposed design includes a 10ft wide, .6-mile-long multi-use trail connection as part of the Burke Gilman Trail "Missing Link" for people walking, biking, rolling, and using other mobility devices to access businesses, residences, and other points of interest along the route. This proposed design is similar to the multi-use trail along NW Market St east of 24th Ave NW and complies with our citywide standards for a multi-use, all ages and abilities trail. Visit our Shared Lanes Design Standards webpage to read more about the variety of bike facilities we build.



Questions?

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jules.posadas@seattle.gov | 206-684-5296
<https://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/ballard-bike-route-study>



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

Moving forward with designs for the Market/Leary/17th route will help us understand how this project will improve connectivity in the bike network, as well as potential impacts.

Councilmember Dan Strauss and Mayor Bruce Harrell requested that SDOT study this route to connect the Missing Link with an all ages and abilities bicycle facility through Ballard along NW Market St, Leary Ave, and 17th Ave NW.

We’re in the early stages for this potential route and expect to be able to share more details about this design this summer.

[Learn more and contact us](#)

Jules Posadas | Outreach and Communications Lead
206-257-2208 | MissingLink_BikeRouteStudy@seattle.gov
www.seattle.gov/transportation/projects-and-programs/bike-program/ballard-bike-route-study



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P.O. Box 34996
Seattle, WA 98124-4996

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

We're launching a design process to study what an alternative "Missing Link" connection using 17th Ave NW, Leary Ave NW, and NW Market St would look like and mean for community members and businesses.

WE WANT TO HEAR FROM YOU!

Come to our virtual open house!

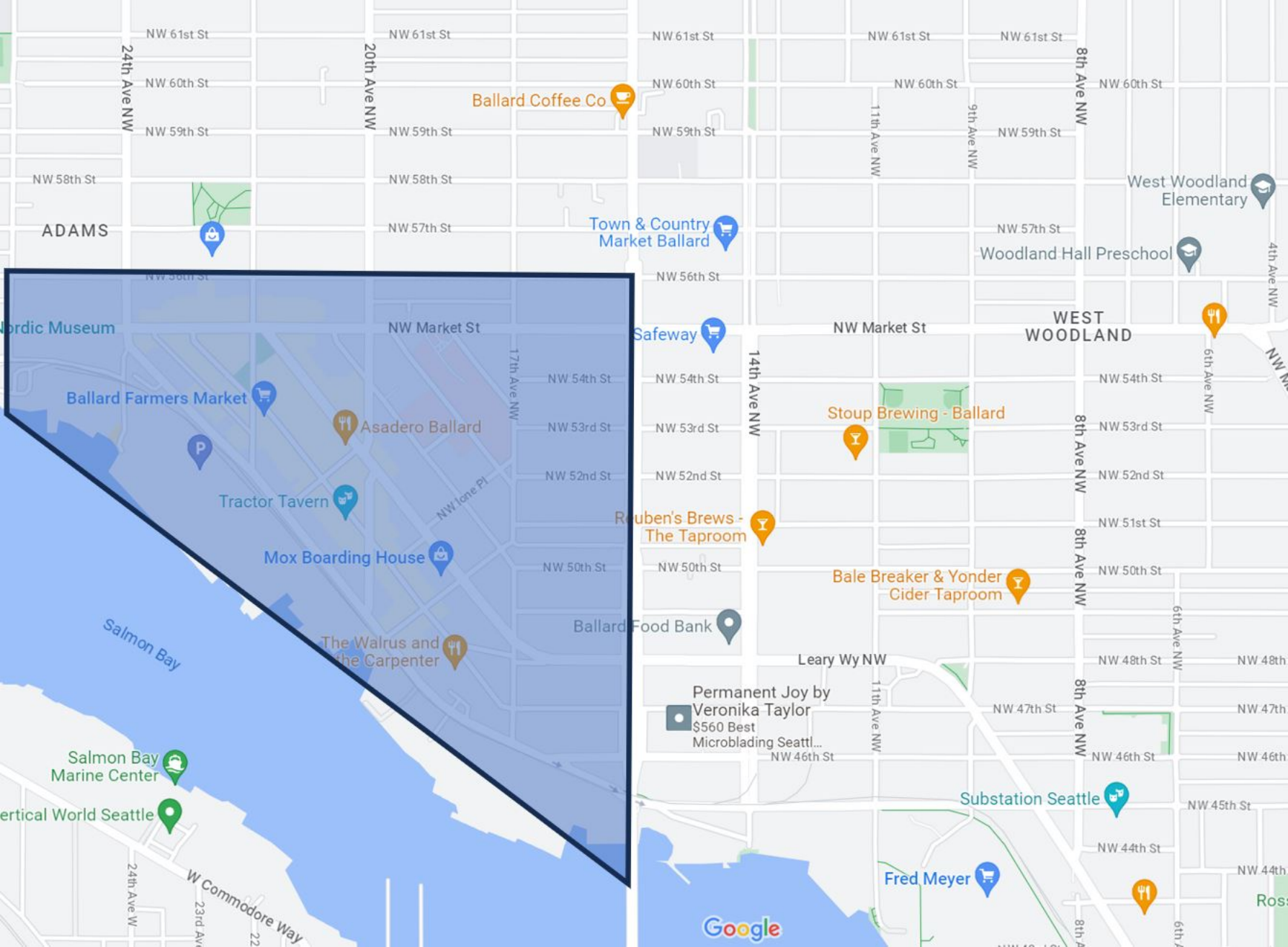
Thursday, August 10, 2023
6-7PM

Scan the QR code to visit
the project webpage for
more information.

Take our survey:

tinyurl.com/yn9sy6m3





Ballard Coffee Co

Town & Country Market Ballard

West Woodland Elementary

Woodland Hall Preschool

Nordic Museum

Ballard Farmers Market

Asadero Ballard

Stoup Brewing - Ballard

Tractor Tavern

Reuben's Brews - The Taproom

Mox Boarding House

Bale Breaker & Yonder Cider Taproom

The Walrus and the Carpenter

Ballard Food Bank

Leary Wy NW

Permanent Joy by Veronika Taylor

\$560 Best Microblading Seattl...

Substation Seattle

Fred Meyer

Salmon Bay Marine Center

Vertical World Seattle

W Commodore Way

Google

“MISSING LINK” BIKE ROUTE STUDY

NW Market St - Leary Ave NW - 17th Ave NW

The Seattle Department of Transportation (SDOT) is studying what an alternative “Missing Link” connection using 17th Ave NW, Leary Ave NW, and NW Market St would look like and mean for community members and businesses.

We're excited to share our 10% design concept! We look forward to further refining it based on the community's input.



Visit our project webpage to:

- View the 10% design plans
- Read our Q&A and survey from early design
- Share your thoughts through our feedback form
- Sign up for email updates



www.seattle.gov/transportation/projects-and-programs/programs/bike-program/ballard-bike-route-study

Translation and Interpretation services available upon request: (206) 257-2208

Dịch và thông dịch sẵn sàng nếu có sự yêu cầu (206) 257-2208.

Servicios de traducción e interpretación disponibles bajo petición (206) 257-2208.

Turjubaanka waxaa lagu heli karaa codsasho a (206) 257-2208.

요청하시면 번역이나 통역을 제공해드립니다 (206) 257-2208.

如果您需要此信息翻譯成中文 請致電 (206) 257-2208.

Tagalog mangyari lamang na tumawag sa (206) 257-2208.

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“Missing Link” Bike Route Study on NW Market St/Leary Ave NW/17th Ave NW

Early Design Online Open House – Questions and Answers

August 2023

1. **When will community outreach begin?**

Outreach for this bike route study began in June 2023. The outreach touchpoints to the community so far have been:

- a. **Postcards** sent to all 3,625 adjacent property owners of record along the route with website link, survey, open house invite, and basic project information.
- b. Three **A-Frame sandwich boards** were placed along the 3 street segments for over one month with a QR code to the website for more information.
- c. **Multiple Emails to Listserv** inviting participation in the survey, to attend the open house, and to stay updated via the website were sent to over 1500 stakeholders.
- d. **SDOT Twitter post** with information about website, survey, and open house.
- e. **Online survey** generated over 1,700 responses.
- f. **Website** for this bike route study is linked to the existing Burke Gilman Trail website to help people find it more easily when Googling.
- g. **Door-to-door flyer** outreach to all open businesses along the route over many weeks generated around 80 different conversations about the project and site-specific feedback.
- h. Project team has received over **200 emails** from **the public** and continues to respond to specific questions and meet stakeholders on-line and in-person to share information.
- i. **Tabling** happened August 27 adjacent to the Ballard Farmer’s Market on Market Street and September 5 on the corner of Market and 24th Ave NW.
- j. **Voicemail** has been set up to receive messages that staff are responding to.

2. **How is the work that was done in the prior Environmental Impact Statement (EIS) informing this work?**

The prior EIS laid the groundwork for studying alternative routes through Ballard, but this study will look very specifically at Market/Leary/17th and design to 30% level so that we can understand potential costs and impacts associated with moving forward with this route. The prior EIS addressed transportation impacts to a Shilshole route against other alternatives although Ballard is a different place than it was even 5-10 years ago.

3. **Would you consider closing this part of Market to only transit, commercial vehicles, bicycles, but not pass through motor vehicles? Motor vehicles would go around a block north to create enough space for everything on Market then?**

We are not planning to close Market to vehicles. We are currently working on updating our design plans and showing how the design of a sidewalk level trail facility would change Market Street. Please sign up for listserv to receive future engagement and outreach events.

4. Would you consider additional safety measures at 24th and Market, like preventing right turns on red? That crosswalk is dangerous for walkers and riders.

Yes, we have a toolbox of treatments we are looking at for that intersection including no right on red, protected left-hand turn signal, and leading pedestrian intervals.

5. Will the 30% design include traffic counts for intersections?

Yes, and we are evaluating the design in light of existing volumes and traffic flow patterns to make sure we are providing necessary treatments.

6. How will e-bikes be managed on your proposed curb level design? Will there be a separate lane for biking and walking?

All bikes must operate in a conscientious manner given existing conditions such as wet weather or crowded spaces that ensures the safety of more vulnerable users like pedestrians. The proposed design will be similar to the existing asphalt pathway design between the Ballard Locks and 24th Ave NW.

7. What type of traffic calming considerations are there for the Leary/20th/Vernon intersection? Right now that intersection isn't great with cars being aggressive with pedestrians.

A new traffic signal is proposed as part of the Route 40 Transit project's scope and federal funding package. It will exist prior to any future work on Leary that may be associated with this trail project. The new traffic signal will have crossing activation push buttons and curb bulbs to shorten the crossing distance for pedestrians.

8. How do we provide input?

Please take our survey on our website. It will be open until the September 8. If you represent a business or community organization or group of residents, please let us know if you'd like a briefing. We can set up a meeting with your group to talk.

9. What is going to happen with 17th? My business is on that street and the only entrance is there and that street is not wide at all.

A trail is currently proposed to be on the west side of 17th and to connect to Shilshole on the north side. If you represent a business or community organization or group of residents, please let us know if you'd like a briefing to dig into specific design concerns. We can set up a meeting with your group to talk to you and work through access considerations.

10. Are permeable surfaces going to be considered?

The trail buffer would be a landscaped strip and permeable. The surface of the trail itself would not be permeable because it is challenging and high cost to maintain.

11. I know Sound Transit is planning on installing a light rail station in Ballard in about 2035; are these future impacts/benefits/challenges being considered in this study?

Yes. The City is working to create safe and convenient ways to walk, bike, and bus to light rail stations.

12. When do you anticipate an in-person event in Ballard?

We were at the Farmers Market on August 27 and on the corner of 24th and Market on September 5 . We are happy to brief community groups who ask us to do so, and plan on additional in-person events as we reach 30% design.

13. Will the proposed alternate design be two directional, or just one direction?

Two-Directional

14. Are the route bus 40 team and this route exploration team the same and if not what is the collaboration between them?

We're highly coordinated between the two projects. Please let us know if you have a specific area of feedback or want to talk to either project manager.

15. What is the email address to provide input/feedback?

MissingLink_BikeRouteStudy@seattle.gov

16. What will the area around the new pumping station south of the Market and 24th Ave NW intersection look like? I've heard and seen proposals for a park.

Check out [spushipcanal.participate.online](https://pushipcanal.participate.online) to learn more about that project and get in touch.

We're coordinating with them on this planning process, but they have their own way to engage and are looking forward to hearing from you.

17. What sides of the street will the project be on for Leary and 17th?

The south and west sides (sides closest to Shilshole).

18. Does bidirectional mean just on one side of the street or on both sides?

Just one side of the street but with bike travel going in both directions.

19. What is the cost in 2023 dollars of 2001's resolution 30408?

We are not sure at this time. We are still analyzing financial requirements associated with the design development.

20. How will this study differ from the previously studied Leary option that was already rejected?

This study is looking at curb-level shared-use trail design and anticipates the future transit route improvements that will already be making channelization, signal, and pedestrian improvements. The previous design assumed protected bike lanes and a slightly different route.

21. What is currently being done to WIN the litigation and use the more direct, less crowded Shilshole route?

The City is still evaluating options for next steps in the court case and environmental permitting.

22. What if after this initial 'concept' is completed, it's determined that the cost is prohibitive or too much disruption of infrastructure/utilities, etc.?

At this point the focus is on getting the route designed so that we can have a true comparison to the Shilshole route impacts and costs.

23. Does the Leary proposal mean that we would stop fighting for the Shilshole route? That would be a real shame.

The goal of studying an alternative to Shilshole to connect the Missing Link is not to abandon Shilshole but to provide a safe connection through Ballard as the City continues to evaluate safety measures on Shilshole.

24. Is there anything besides the litigious opposition preventing the Shilshole route?

The main obstacle is the litigation associated with the environmental permits. However, access to industrial businesses, the Shoreline Permit area, and the railroad tracks have complicated construction of transportation projects on this road for over 25 years. The City also just rezoned areas along Shilshole adding protections for industrial use, while also upzoning Leary for additional housing and commercial uses.

25. Why is the project framed as a "bike route"? The Burke Gilman is much more than a bike route.

Correct, this section of the "Missing Link" through Ballard would be part of the larger shared-use Burke Gilman Trail system. However, right now the space we are studying and designing for at the sidewalk-level on Market, Leary, and 17th is trying to fill a gap that currently exists for bikes in the bike network. The space for different users would be delineated by surface color and texture, but you are correct that yes, it would still function much like the rest of the Burke Gilman Trail as a shared space for two-way travel. Bike route study on Market/Leary/17th is just the term we are using right now as we sort through the historically understood Missing Link on Shilshole trail litigation; but yes, this route would be an alternative route for the Ballard Missing Link portion of the Burke-Gilman Trail.

26. Realistically, if you moved forward with what you have right now, how long would it take for this to be done?

The goal is to have 30% design by then end of 2023. It is currently not funded for construction. The construction timeline would depend on finding funding.

27. Are any changes being made to protect people on bikes who will continue to ride on Shilshole (as this is still the shortest path)?

SDOT continues to look at safety measures along Shilshole that are within the legal and environmental constraints that exist due to the ongoing litigation and Shoreline Permit area.

28. When do you expect to build this route?

That is not currently known. We will have a better understanding of schedule once we reach 30% design and have a cost estimate.

29. Will completing the Leary option prevent improvements to Shilshole or a future bike path on Shilshole?

No, it will not prevent future improvements to Shilshole for safe bike and pedestrian facilities

30. Can you explain what curb level bike lanes are?

A bike lane that is grade separated from the roadway, typically at the same level as the sidewalk. The goal would be to build this project to mimic the existing asphalt pathway between the Ballard Locks and 24th Ave NW.

31. Why is maintaining some parking spots considered as important as completing safe bike infrastructure that has been in Seattle's strategic plan for 25 years?

They are not equal, but we are trying to maintain some parking to serve the commercial loading needs for local businesses.

32. Does the Shilshole design keep bikes to the side or elevated in some way? Where can we find drawings of the 100% Shilshole design?

The designs are on their project website: seattle.gov/transportation/BGT_MissingLink

33. Can the train tracks on Shilshole be removed or covered to provide more space for bikes, pedestrians, cars, industry, etc.?

There is currently a franchise and operating agreement for the train tracks with certain legal restrictions

34. Will we see any specific designs before the end of the year?

The draft 30% plans will be shared prior to the end of the year with an opportunity to provide feedback. An updated schedule with project milestones will be added to the project website.

35. Will the bike lane be separated from the sidewalk? Unlike the lane on Market west of 24th?

This is still in design. Some portions will be separated by landscaping, but some pinch points will see the sidewalk directly abutting the trail. The segment between the Ballard Locks and 24th Ave NW has the same configuration.

36. Leary is already extremely wide (2 lanes in each direction plus parking on both sides). Would the number of car lanes be reduced?

The Route 40 project design already proposes changing the cross section of Leary to have a bus lane and a general-purpose lane in each direction. This project design assumes this as an existing condition and would not further reduce the number of general-purpose lanes.

37. How wide is the trail designed for the Shilshole design?

10 ft minimum.

38. While we wait on the missing link to be solved, most bikers are going along Ballard Avenue. Can safety improvements such as eliminating car traffic be made to that street in the meantime?

Ballard Ave is being designed as a shared café street, not the main biking corridor.

39. If the sidewalk will be 6-10 feet and the trail is 10 feet and the buffer is 5 feet, then measuring from the edge of the ROW in 25 feet will need to take away the parking lane, correct?

Not exactly. There are some landscape areas, bus stops, and set back buildings that don't make the math that straight-forward along the route. We are trying to preserve parking and loading on the south and west side of Leary.

40. Do we have confidence that this study/new approach will receive buy-in from local businesses or other stakeholders? I know the Shilshole route has been held up for decades, and have concerns about continued years of delay to solve the Missing Link.

We are using thoughtful, direct outreach and engagement to ensure adjacent business owners need's are met to the best of our ability.

41. Is repaving any of the roads going to be part of this project? There are so many potholes on Market, especially between Leary and 24th.

Yes, there will be a need for some repaving to facilitate the design.

42. Is SDOT still fighting for Shilshole at all?

The City is still evaluating next steps in regards to the ongoing litigation.

43. I took the survey and it is very constraining and car-centric, and does not provide the opportunity to provide real input.

There are several open-response questions that people can provide additional comments on.

44. My concern with the proposed route is that Shilshole is more direct. It seems like PBLs on the west side of 17th and Leary would obviate the need for crossing 17th and Leary, which would make it take a lot longer (especially for commuting). Is that a consideration?

Yes, we are aware of how Shilshole is a more direct route through Ballard. We are currently designing this alternative as the Shilshole route remains in ongoing litigation.

45. To be frank, I am concerned that the timeline is slow considering the amount pedestrian and cyclist injuries and deaths in Seattle. Do you have any timeline goals beyond 30% for end of year?

Not for the Missing Link Alternative study of Market/Leary/17th currently. But we are evaluating safety improvements and next steps for Shilshole. We will have more information regarding the schedule once the 30% design is completed.

46. ROW question - this seems like it would for sure take parking away on the west side of Leary - can you address this?

The design we are looking at shifts all the lanes over, narrows the landscape strip, and preserves the majority of parking on the west side of Leary. We are evaluating issues and want to preserve business access as much as possible.

47. How many people attended the Virtual Open House.

The Virtual Open House had 27 attendees. The presentation was recorded and posted on the website for future viewing.

48. Shilshole could easily be closed to through traffic without taking away precious parking or impacting transit times.

Shilshole provides industrial access that cannot easily be closed, thus the ongoing litigation.

49. What amount of parking removal?

The design aims to preserve as much parking and loading as possible along Leary. The curb-level design for the trail facility would just move the curb line out a few feet and maintain parking on the southwest side. It is unknown yet exactly how much parking would be lost along this route as compared to Shilshole.

50. If this project is built along the proposed Market/Leary/17th route, would it need a Shoreline Permit?

Yes, the portion of the project along the south end of 17th Ave NW falls within the designated Shoreline area. The project team is aware of the needed environment permits.

51. Couldn't another legal case just keep this alternative from moving forward toward construction too?

Yes, that is a possibility.

52. How many trees would need to be removed to allow sufficient space for the bike pathway to be built along the route?

The design tries to preserve as many trees as possible by keeping the landscape strip either in front of or behind the asphalt bike path along Market and Leary. All trees impacted by design would need to be replaced at a 3 to 1 ratio within the project area. There is not a final count yet on impacted trees, but a few mature trees would most likely need to be removed to open needed sidewalk space.

53. What is the anticipated project budget?

The anticipated project budget is unknown at this time. SDOT only has plans to perform outreach and reach 30% design in 2023 and future scope, schedule and budget will be informed after the 30% design is completed.

54. Do you have outside consultant involvement?

Yes, two outside consultants are involved in this work; DOWL is focusing on engineering and Cascadia Consulting Group is doing outreach. Both were selected from our on-call consulting contracts for their expertise in multi-modal design and outreach.

55. Has there been any preliminary work done prior to the Council Member request?

No preliminary work was done prior to the request from Councilmember Strauss. This outreach is the first step in the process that Councilmember Strauss and Mayor Harrell asked for, to have transparent outreach and engagement to reach 30% design.

56. What is the integration of this project into the Metro Route 40 Improvement?

We're coordinating with other projects in the area, including the Route 40 project. This work will not preclude improvements associated with Route 40.

57. What are your outreach methods?

We're running a public outreach process including smaller meetings with each business along the corridor, door-to-door flyering, and circulation of a survey. All written correspondence is public record.

58. Will this project require SEPA Analysis?

We do anticipate this project will require a SEPA analysis prior to construction due to the anticipated area of ground disturbance threshold exceeding 5 acres

59. Will this design be designed as a Bike Route or Multi-Use Path?

We are still in the preliminary phase of design, but the goal will be to construct best practices for a multi-use path as the rest of the Burke-Gilman Trail is designed as a multi-use path.

Outreach by the Numbers

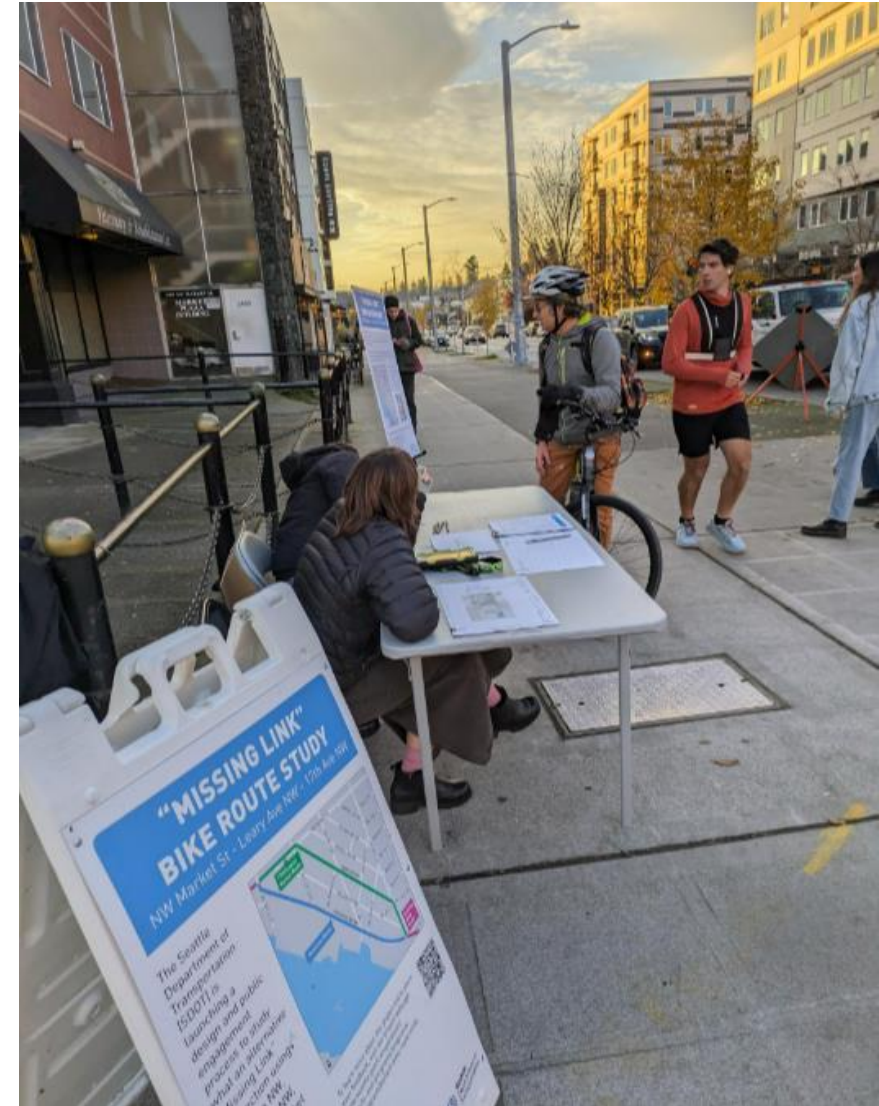
- **3,625** postcards sent to project neighbors
- **3** a-frames placed throughout project corridor
- **4** listserv emails sent to **over 1500+** participants
- **Over 1,700** responses to our online survey
- **Over 600** responses to 10% Design Comment Webform
- Regular web updates & posts on SDOT Twitter



Project A-Frame on NW Market St and 24th Ave NW

Outreach by the Numbers

- **One** Virtual Open House
- In-person conversations with **80 businesses** during door-to-door outreach
 - Feedback on project design, parking, and loading zones
- Over **200+ emails** sent to project inbox
- **3 tabling sessions** along project corridor
- **3 meetings** at the Ballard Landmark
- **3 presentations** to Seattle Bike/Freight Advisory Boards
- In-person and virtual meetings with project neighbors as requested



Tabling at NW Market St and 24th Ave NW on November 28, 2020