

“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.

Questions?

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Seattle
Department of
Transportation

Before



After



Graphic for illustrative purposes only. No dimensions or scale should be interpreted.