

Seattle Department of Transportation

“Missing Link” Bike Route Study Outreach Summary Report: 30% Design



November 2024



Seattle
Department of
Transportation

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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. We'll continue to engage the public as we work toward final design.

OVERVIEW

The Seattle Department of Transportation (SDOT) is studying what a “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 since releasing 30% design are described below¹:

BUSINESS OUTREACH

The outreach team conducted door-to-door flyering with 192 businesses along the route, most recently in August 2024. Members of the team shared information about the proposed route, asked for comments the route, and collected contact information to keep businesses up to date on the study. The project team has also held individual meetings with businesses and property owners who were interested in the project and how it may impact their operations. Additionally, in response to substantial feedback, the team held multiple meetings with the residents, staff, and families of Ballard Landmark to address concerns. [See the businesses we visited while door-to-door flyering.](#)

¹ To see what we heard from community members during early design, please see our early design outreach summary on the project webpage.

PUBLIC EVENTS

In August 2024, the outreach team set up tables at the intersection of NW 20th Ave and Leary Ave NW and again at Bergen Place to share information about our 30% design with community members, answer questions, and collect feedback. Roughly 60 people stopped by to chat with us at our first tabling event and 75 at our second. Of those who stopped by our tables, several were residents of the Ballard Landmark who organized to share their specific concerns with us and discuss potential solutions. The project team also attended the Ballard Avenue Landmark District to share 30%, answer any questions, and receive feedback.

FEEDBACK FORM

Throughout the entirety of our public engagement process, we've collected feedback via our feedback form. The most recent iteration of our project feedback form closed on August 26, 2024. We received 219 responses to our feedback form about our 30% design. [Read about what we heard through our feedback form.](#)

PROJECT INBOX

We've received 8 emails to the project inbox about our 30% design (200+ emails throughout our entire engagement process).

OTHER ENGAGEMENT METHODS

In addition to the above engagement methods, the outreach team has 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 2023, December 2023, and September 2024. The team also shared updates with the Transportation Advisory Boards and Ballard Avenue Landmark District. 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 60% design for this proposed solution to connect the Burke-Gilman Trail.

1. *This report includes a summary of comments from our online feedback form. These comments are organized by theme based on what we heard. The*

comments received may have more than one theme, so the totals will not match the total number of respondents. The key comments provided after each summary table include comments provided in the feedback form.

- 2. During our 30% design outreach, Seattle Bike Blog published an article encouraging readers to share their feedback with SDOT about the project. This included a note to share specifically that SDOT should separate the path for people walking and people biking in front of businesses. This may have led to a higher number of comments for this particular theme.*
- 3. 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 at 30% encourages slower, more conscientious biking behavior given the constrained right-of-way and needed curbside uses like busy bus stops, restaurant deliveries, and land uses that promote lingering and frequent pedestrian crossings. As is the case with the rest of the 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.*

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

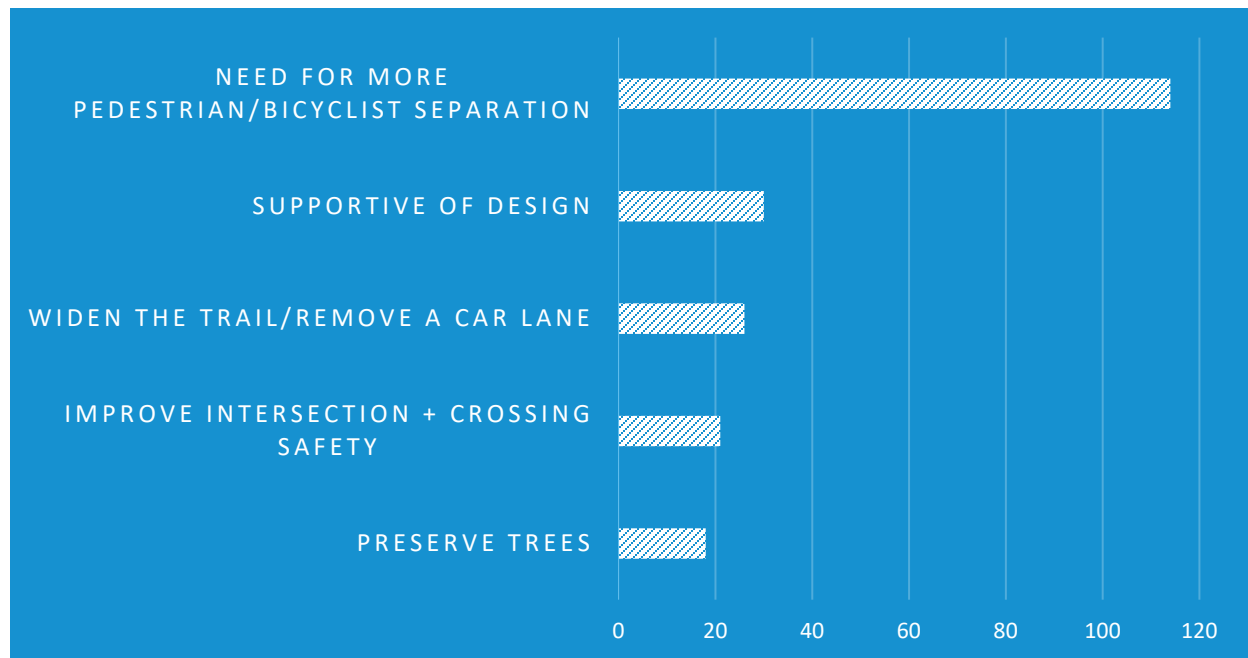
- 70. Electric Kitten Tattoo
- 71. Emerald City Smoothie
- 72. Eye Clinic of Seattle
- 73. Fair Trade Winds
- 74. Fleet Feet
- 75. Full Tilt Ice Cream
- 76. Good and Well Supply Co
- 77. GRPPros, Inc.
- 78. Grace Loves Lace Bridal
- 79. Gracia
- 80. Great State
- 81. Hattie's Hat
- 82. Hatton Marine
- 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. Skal 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

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. For each question, we chose three comments from the feedback form that best represent the overall feeling for the top three themes.

QUESTION 1: What is your feedback on NW Market St, between 24th Ave NW and Leary Ave NW?



KEY THEME	RESPONSES	
Need for more pedestrian/bicyclist separation	114	52%
Supportive of design	30	14%
Widen the trail/remove a car lane	26	12%
Improve intersection + crossing safety	21	10%
Preserve trees	18	8%
Total Respondents: 219		

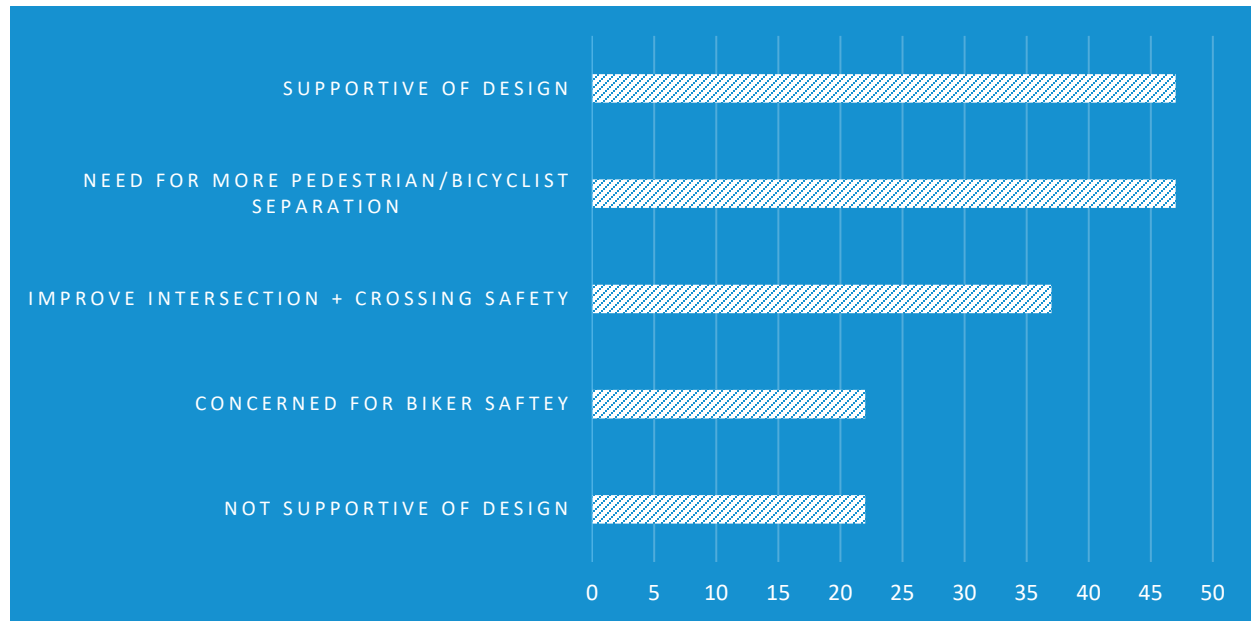
Key public comments for top three themes:

- **Need for more pedestrian/bicyclist separation:** *The current design would create situations where people trying to bike in both directions along the route would mix with shoppers, people heading to the bus, people waiting for the walk signal*

to cross the street, and anyone else hanging out in this busy business district. This would be frustrating for people on bikes, and it would be uncomfortable for people on the sidewalk.

- **Supportive of design:** *It will be a huge improvement for the neighborhood to get this important area upgraded for the safety and enjoyment of all the many folks outside of private vehicles.*
- **Widen the trail/remove a car lane:** *I would encourage you to make the sidewalk + multiuse path as wide as possible on Market St as this sidewalk segment is already very crowded.*

QUESTION 2: What is your feedback on Leary Ave NW, from Market St to 17th Ave NW?



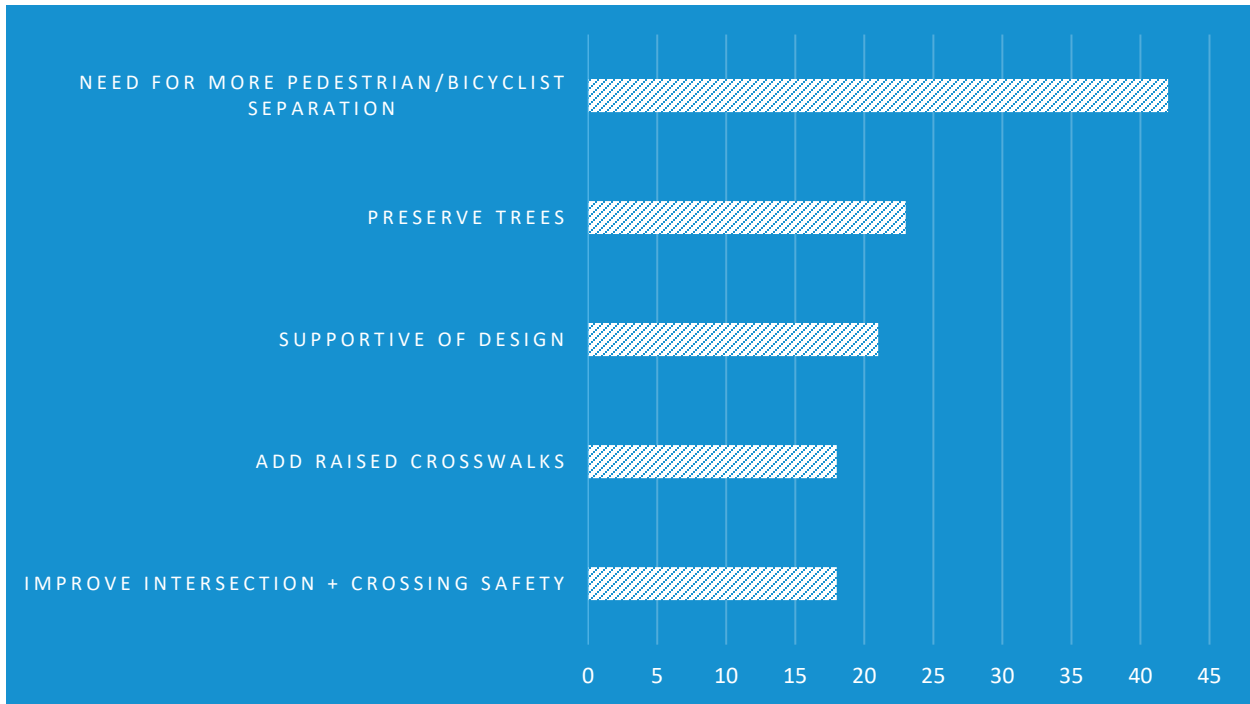
KEY THEME	RESPONSES
Supportive of design	47 21%
Need for more pedestrian/bicyclist separation	47 21%
Improve intersection + crossing safety	37 17%
Concerned for biker safety	22 10%
Not supportive of design	22 10%
Total Respondents: 219	

Key public comments for top three themes:

- Supportive of design:** *I like how the bike lane runs on the south side of the street. That avoids having to cross Leary Ave which I frequently do on my bike to continue north on 17th Ave NW to NW 58th which is a bike route.*
- Need for more pedestrian/bicyclist separation:** *There needs to be additional space to accommodate the extra bike traffic that this project will bring. Additionally, it seems like it'll create major pedestrian/bike conflict during the Sunday farmer's market (which I imagine a lot of people would love to use this connection to ride their bike to).*
- Improve intersection + crossing safety:** *It is important to have crosswalk and intersection improvements, specifically adding a crosswalk for every intersection*

leg. Vernon is missing one crosswalk and NW lone Pl does not have any marked crosswalks.

QUESTION 3: What is your feedback on 17th Ave NW, between Leary Ave NW and Shilshole Ave NW?



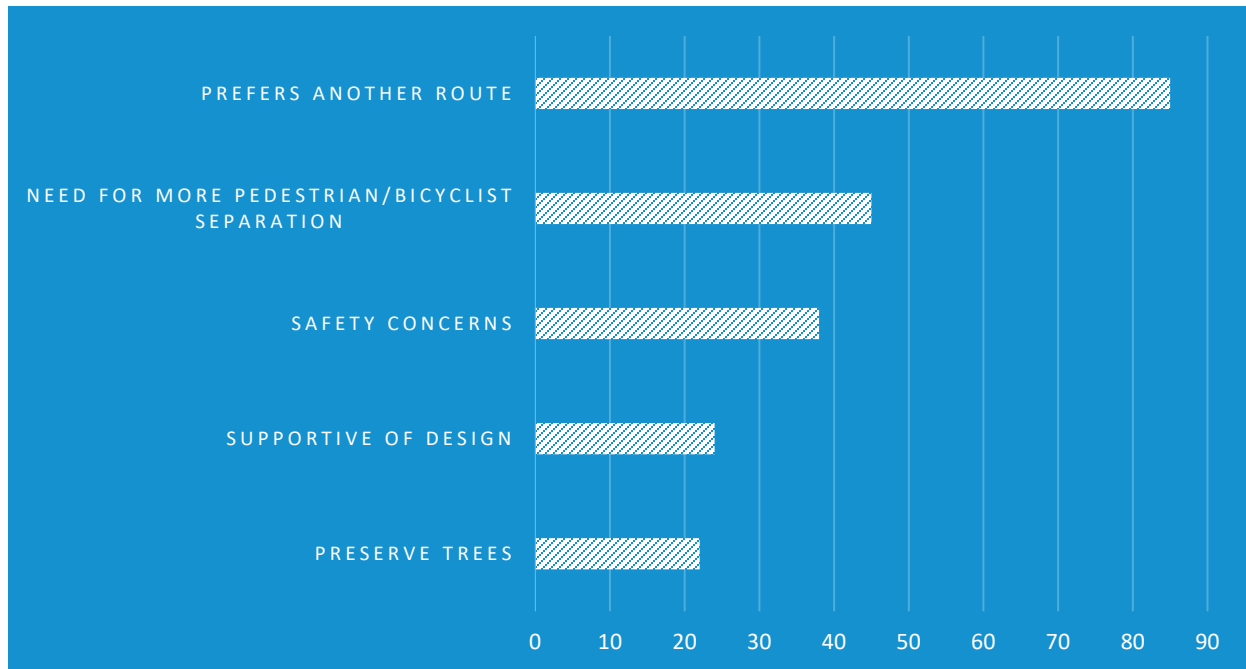
KEY THEMES; QUESTIONS AND COMMENTS ABOUT:	RESPONSES	
Need for more pedestrian/bicyclist separation	42	19%
Preserve trees	23	11%
Supportive of design	21	10%
Add raised crosswalks	18	8%
Improve intersection + crossing safety	18	8%
Total Respondents: 219		

Key public comments for top three themes:

- Need for more pedestrian/bicyclist separation:** *The trail should be further separated from the existing sidewalk use on the west side of 17th Ave NW, and better-connected to the existing two-way bike path indicated for the trail along Shilshole.*
- Preserve trees:** *If you have to choose between trees and parking spaces, choose the trees. The hotter it gets, the more urban spaces need trees. It makes the business district more inviting.*

- **Supportive of design:** *I really appreciate the full signalization on 17th Ave NW. As someone who uses 17th Ave NW as my primary north-south spine, this would become my primary connection to the Burke-Gilman, as opposed to weaving towards 8th Ave NW as I do now. Being able to stay on 17th Ave NW all the way to Burke-Gilman is great, and indeed right now the main barrier is the lack of protection crossing Leary. A better, more protected attachment to Shilshole would be very welcome.*

QUESTION 4: Do you have any general feedback to share about the project?



KEY THEMES; QUESTIONS AND COMMENTS ABOUT:	RESPONSES	
Prefers another route	85	39%
Need for more pedestrian/bicyclist separation	45	21%
Safety concerns	38	17%
Supportive of design	24	11%
Preserve trees	22	10%
Total Respondents: 219		

Key public comments for top three themes:

- Prefers another route:** *It is a real shame that the Shilshole Ave NW option has been stuck for so long, as that would be better for more users. I think this new proposal will work for very casual users, but faster bike riders will probably stay street on Leary Ave, or ride on Shilshole.*
- Need for more pedestrian/bicyclist separation:** *Please keep walking and biking spaces separate given how busy this area is and how frequently the space is used by both bikes and pedestrians.*
- Safety concerns:** *I would like to support this project, but on balance I don't see how it is going to be safe for cyclists and pedestrians given the number of conflict points. I don't see how it is going to be safe enough for families to use and it*

going to be too frustrating for confident cyclists to use. The number of conflicts to manage are so much less on Shilshole. Such a better solution to put the bike path there.

APPENDIX: PROJECT MATERIALS



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

August 27, 2024

What's Happening Now?

We've reached 30% design for the “Missing Link” Bike Route Study on NW Market St- Leary Way NW – 17th Ave NW and are excited to share this updated design! Our finalized initial concept at 30% design can be viewed via our [full roll plot](#) and [30% Design Documents](#). You can also read our [30% Fact Sheet](#).

To learn more about the design changes we made based on community feedback from 10% to 30%, please read about our [changes from 10% to 30%](#). To learn more about what we heard during our 10% design outreach, you can read our [outreach summary here](#).

Contact Us

Phone: [\(206\) 257-2208](tel:(206)257-2208)

Email:

MissingLink_BikeRouteStudy@seattle.gov

Feedback Form

[Feedback Form](#)

Information provided in this survey is considered a public record and may be subject to public disclosure. For more information, see the Public Records Act, RCW Chapter 42.56. To learn more about how we manage your information, see our Privacy Statement

“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>

MissingLink_BikeRouteStudy@seattle.gov | (206) 257-2208



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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. Canal Station frontage designs
4. 17th Ave NW and Shilshole Ave NW crossing intersection improvements
5. Additional tree pit locations and vegetation design
6. Signs, materials, and markings to delineate trail space and user responsibilities are still being updated to reflect the latest advice from ADA standards, sister cities we interviewed (Indianapolis and Boulder), and Disability Rights Advocates.

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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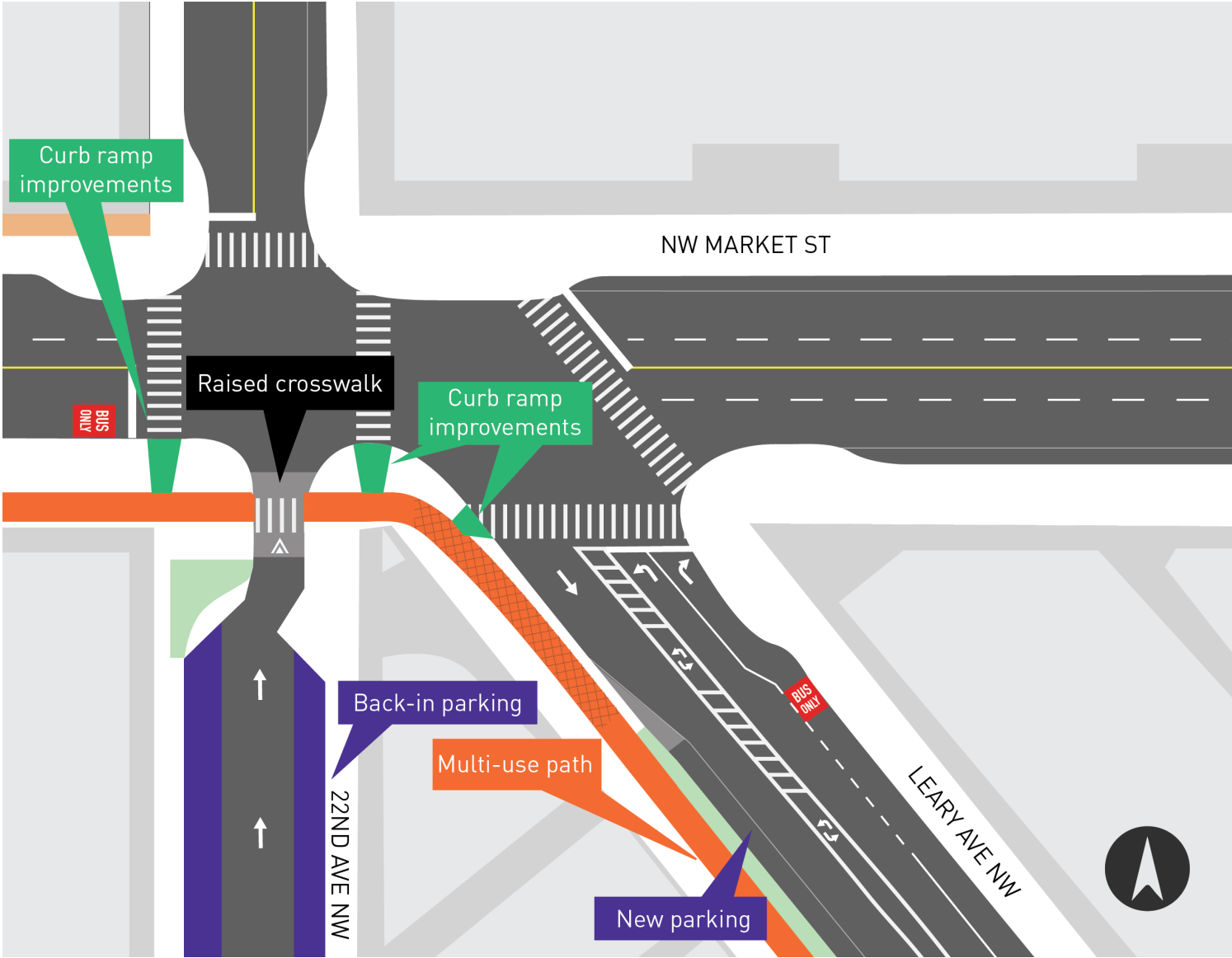


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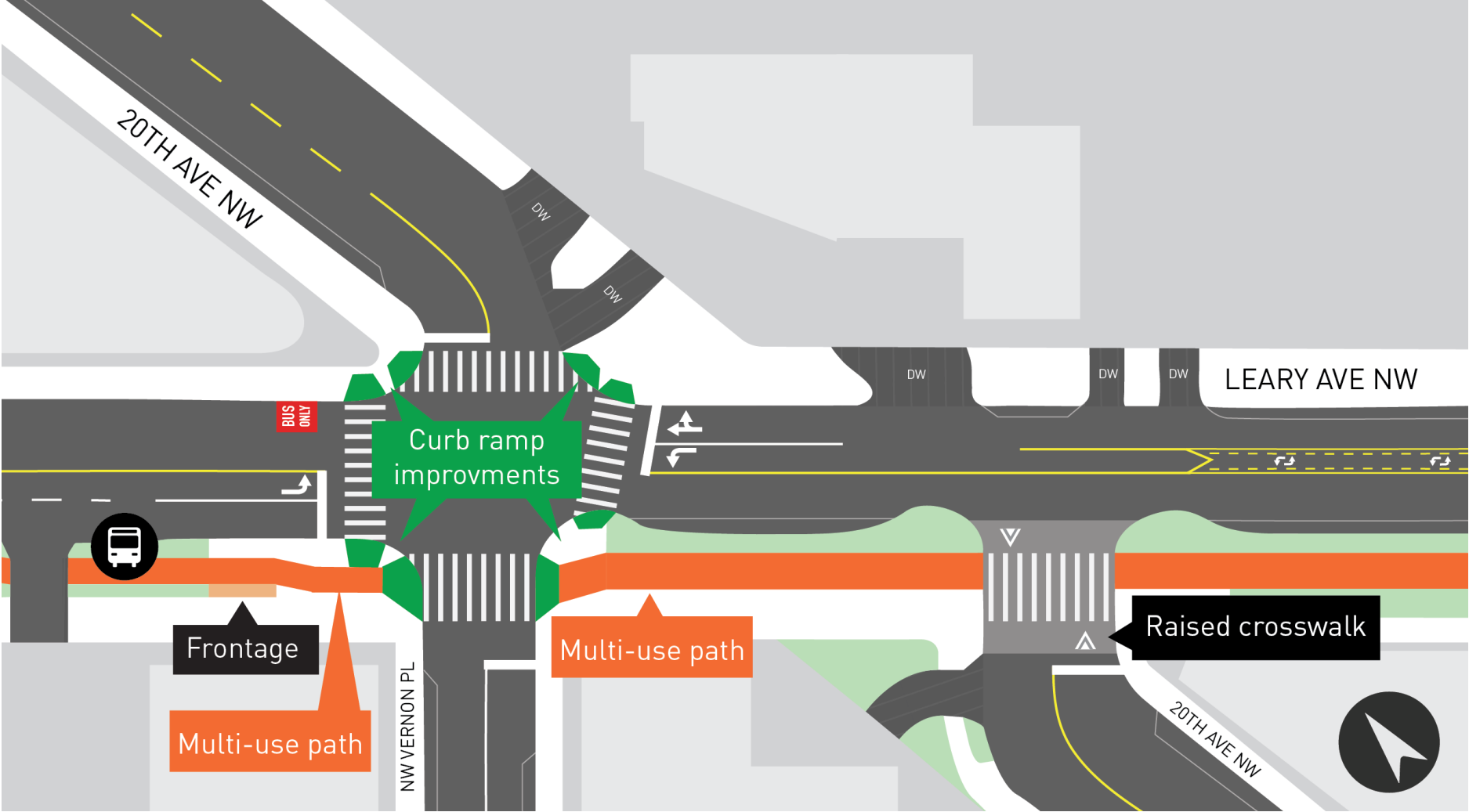
NW Market St between 24th Ave NW & Leary Ave NW



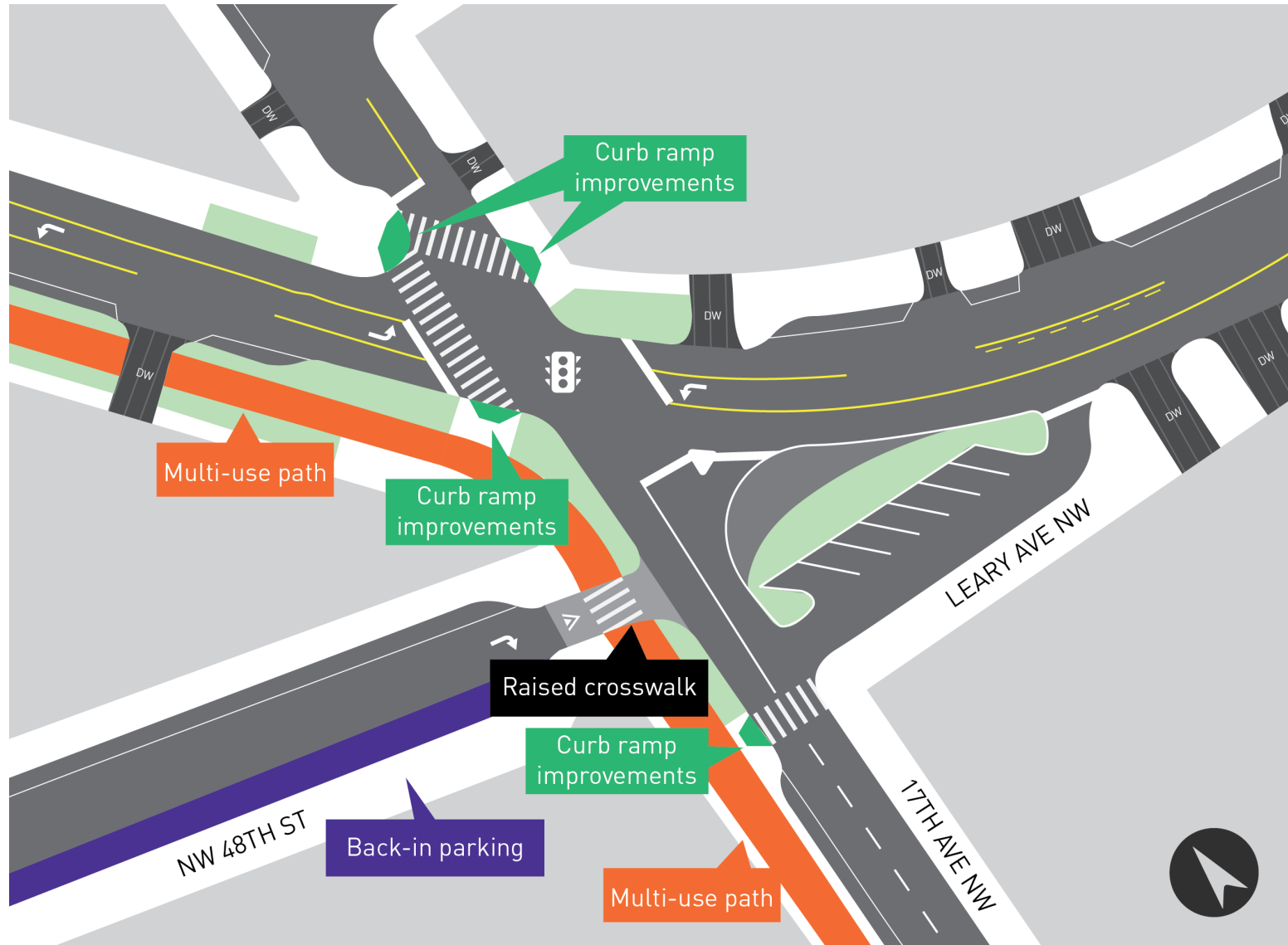
22nd Ave NW & NW Market St & Leary Ave NW



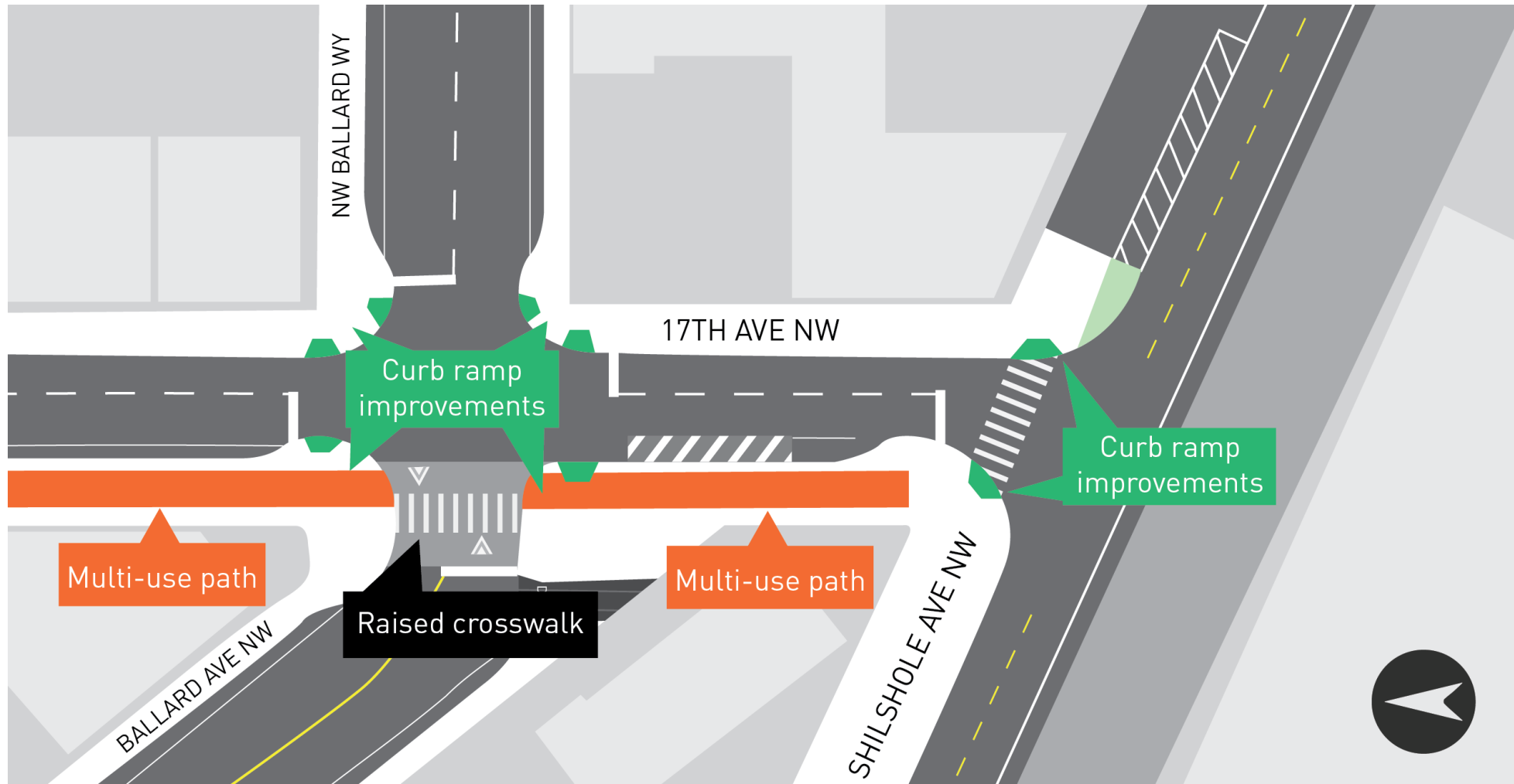
NW Vernon Pl & 20th Ave NW & Leary Ave NW



17th Ave NW & Leary Ave NW & NW 48th St



17th Ave NW & NW Ballard Way & Shilshole Ave NW



“MISSING LINK” BIKE ROUTE STUDY

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

The Seattle Department of Transportation (SDOT) is studying what a “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've reached our 30% design! Thank you to everyone who has provided feedback on this bike route study! Your feedback was used to refine our earlier design into the 30% design concept.



Visit our project webpage to:

- View the 30% design plans
- Read our design outreach summary
- Sign up for email updates



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

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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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