



15th Ave & Ballard Bridge Repaving Project

Pedestrian, Bicycle, and Road User Improvements

Date: December 10th, 2022

Authors: Reed Hampton, Bryant Mason, and Ankur Dhoot

Ballard || Divided

Speeding traffic along the four lanes of 15th Ave NW divides Ballard in half, separating communities, and creating numerous hazards for people who live, work, and play in this Urban Village:

1. 15th Ave is unsafe, noisy, and dirty with drivers flying by at highway speeds despite running through the [Ballard Urban Village](#)
2. There are few safe places for pedestrians & cyclists to cross 15th Ave NW
3. The narrow, harrowing sidewalks of the Ballard Bridge create a barrier for crossing the Ship Canal to all but the bravest pedestrians & cyclists

Reconnecting Ballard would remove (*literal*) barriers, making it possible for people of all ages and abilities to move freely and safely through the neighborhood while enjoying all that Ballard has to offer:

1. A parent pushing a stroller could walk from Starbucks to the Gilman Playfield with only a brief wait to cross at NW 53rd St
2. A resident of the Vive apartments could safely walk to pick up their groceries at Amazon Fresh in only a few minutes by crossing at NW 51st St
3. A tourist could walk from Reuben's Brews Taproom to dine at Hattie's Hat in ten minutes along calm residential streets

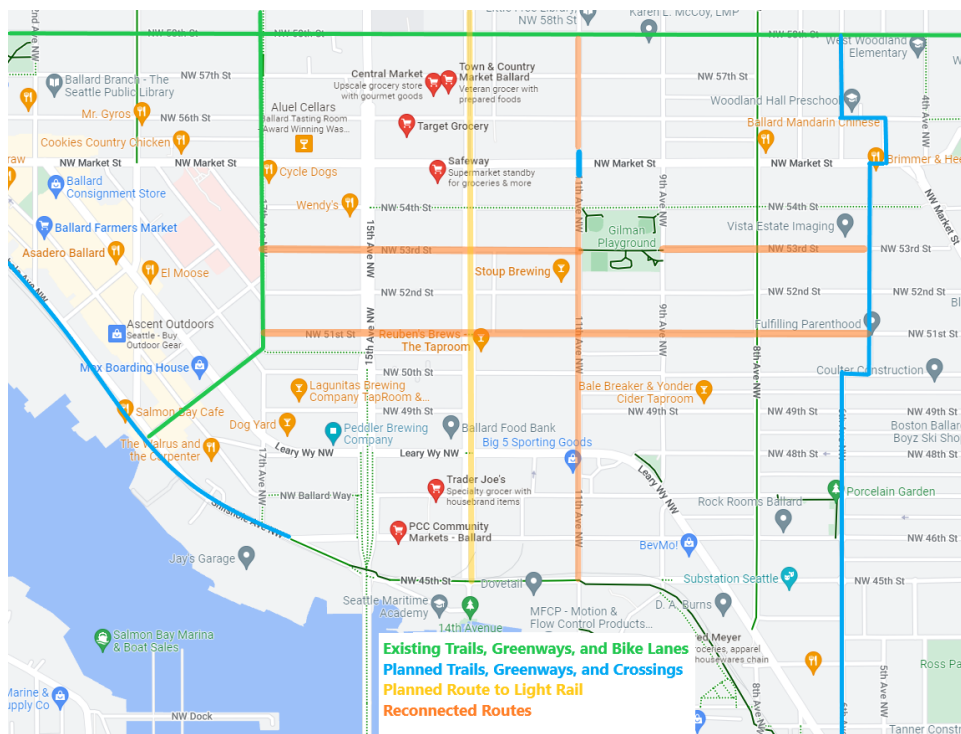
4. A new cyclist could commute to work along NW 53rd St as part of a clearly-marked bicycle network that supports riders of all ages & abilities
5. A pedestrian coming from Interbay could safely exit the Ballard Bridge to grab a bowl at Mike's Chili Parlor on NW Ballard Way
6. A vulnerable neighbor in West Ballard could safely walk to the Ballard Food bank on 14th and Leary

Connect Old Ballard to the Brewery District & Ballard Blocks

This repaving project presents an opportunity to mitigate the divisions created by 15th Ave NW. While Ballard-Fremont Greenways fully supports SDOT's plans to improve and add both ADA-compliant curb ramps and street trees along the corridor, SDOT can further improve the quality of life for neighbors while also fostering local businesses by using this project to connect the bicycle and pedestrian network in Ballard that is currently blocked by 15th Ave NW. This work can also lay the foundation for providing access to the [future light rail station](#) for people walking, biking, & rolling.

Creating a Connected Bike & Pedestrian Network in Ballard

1. [Improve the underutilized crossing at NW 53rd St](#)
2. [Create a signalized crossing at NW 51st St](#)
3. Connect these crossings to the Greenways along 17th and 6th Avenues NW
4. Add wayfinding to popular walking & biking destinations
5. [Address unsafe conditions for cyclists & pedestrians accessing the Ballard Bridge](#)



Reconnecting Ballard

Improve Safety for *all* Road Users

1. **Reduce incidents of unsafe driving** through speed feedback & automated enforcement
 - a. Install red-light cameras at all signalized intersections
 - b. Place radar speed signs to discourage speeding
 - c. Implement automated enforcement of the speed limit
 - d. [Bridge Ramps](#): Add lane markings where two-lanes exist to discourage high speed turns or painted shoulders
2. **Protect people** walking and biking across the Ballard Bridge
 - a. [Warn drivers](#) to watch for people walking & biking
 - b. [Extend the railings](#) to protect people from out-of-control vehicles

Expand Mobility for People Walking, Biking, and Rolling

3. **Improve accessibility** through direct outreach to the disabled community in Ballard and incorporate their feedback into the final design
4. **Prioritize crossings for people** walking, biking, and rolling
 - a. [NW 53rd St](#): Improve this under-utilized intersection to make the crossing safer and more useful to people walking & biking
 - b. [NW Ballard Way](#) (east): Add a protected pedestrian/bike refuge area at the exit from the Ballard Bridge and prohibit right turns onto Ballard Way from the northbound exit of the Ballard Bridge
 - c. [NW Ballard Way](#) (west): Create a physically protected ramp for cyclists and pedestrians to access the sidewalk on the Ballard Bridge
 - d. Paint crosswalks across ALL cross streets and ensure that all curb ramps align with crossings
5. **Connect the heart of Old Ballard to the Brewery District and the future light rail station** by tapping into existing walking & biking routes
 - a. [NW 53rd St](#): Add wayfinding markings and signs to popular destinations to raise awareness of this under-utilized crossing
 - b. [Bike & Scooter Parking](#): Work with local businesses to install accessible bike and scooter parking to address the lack of secure parking options
 - c. [NW 51st St](#): Install a new signalized crossing

Plan for a Greener Future

6. **Prepare for subsequent infrastructure investments** in walking, biking, and rolling by using lane closures and temporary signals as “[natural experiments](#)” for collecting data to evaluate potential improvements, including:
 - a. Repurposing a lane on the Ballard Bridge for a [two-way bike lane](#)
 - b. Designating transit-only lanes or a shifting center commuting lane on the Ballard Bridge
 - c. Creating a signalized crossing at [NW 51st St](#)
7. **Support walking & biking routes to the future Ballard light rail station** by establishing connections to the [planned bike & pedestrian route along 14th Ave NW](#)
8. **Position Ballard to be a “[low pollution](#)” neighborhood** by prioritizing support for walking, biking, and transit in the final design for 15th Ave NW

Thanks to our Volunteers!



Into the Weeds

Over the weeks leading up to December 4th 2022, members of the Ballard-Fremont Greenways conducted reviews of the [60% plan provided by SDOT](#) for the repaving of 15th Ave and the Ballard Bridge, along with its alignment with the [Pedestrian](#) and [Bicycle master plans](#), the [Complete Streets Ordinance](#), and concluded with a walk audit of the project site.

The purpose of this review was to compile a list of recommended investments in roadway and bridge infrastructure to enhance safety and usability for all road and bridge users along the project site. Note, the seismic retrofit portion of this project is out of scope of this document. If implemented, these recommendations would:

1. Create Safer East/West Crossings of 15th Ave reconnecting communities and Neighborhood Greenways and activating local businesses
2. Improve Pedestrian and Wheeled User safety at existing cross walks by improving visibility and slowing vehicular traffic
3. Improve vehicle safety crossing the Ballard Bridge and reduce risk of collisions when entering Ballard

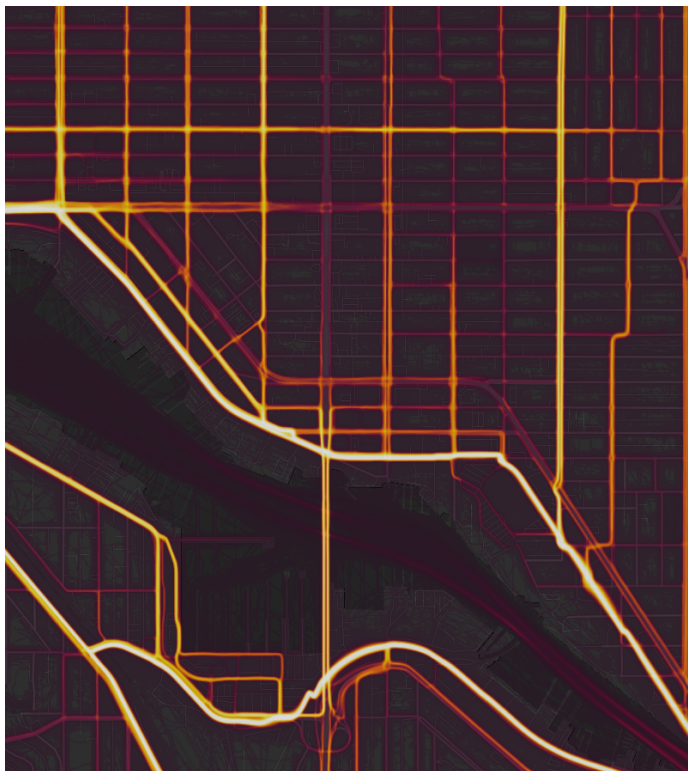


General Notes

Throughout the project site, SDOT is proposing to apply some changes nearly universally, these include:

1. The repaving of all general purpose traffic lanes along the project site
2. The creation or expansion of Tree Pits at sites of existing trees
3. In all places with Tree Pit Creation or expansion, adjacent sidewalk is to be repaved
4. All existing rubberized paint lines for traffic channelization, intersection stop lines, and **existing** cross walks will be reapplied

Impact of 15th Ave on Usage and Accessibility



Additionally, we would like to point out, using the below Strava heatmap, how 15th Ave acts as a pedestrian and cyclist barrier, and even significantly reduces foot traffic on cross streets from NW Market St Southbound to Leary. This reduction in accessibility makes this section of Ballard less economically activated & less livable for those living in or near it.

We leave it as an exercise for the reader to identify where 15th Ave is in this visual!


Opportunities for the Ballard Bridge

While there is a sub-section below for recommended improvements to the Ballard Bridge, the Ballard-Fremont Greenways would like to recommend some larger adjustments and data collection opportunities that extend beyond the scope of the existing project work as defined by SDOT. While the repaving project is unlikely to address any major issues on the bridge, the [2015 report from Cascade](#) is sadly still relevant. This report lists some immediate, low-cost actions that are worth implementing:

1. Until the south end of the bridge is reconfigured, provide a lighted, flashing warning sign similar to those used for crosswalks, activated by the presence of a bicycle at the curb cut onto 15th Avenue, that warns cars to yield to bicycles at the cut
2. Add signage at all bridge entrances and exits reminding car drivers that people on bicycles and on foot will be accessing the bridge as well
3. Add automated enforcement of the speed limit along 15th Avenue

Two-Way Bicycle Lane

See the Ballard-Fremont Greenway prior suggestions to remove the Westerly most general purpose traffic lane & convert it into a two-lane cycle track in

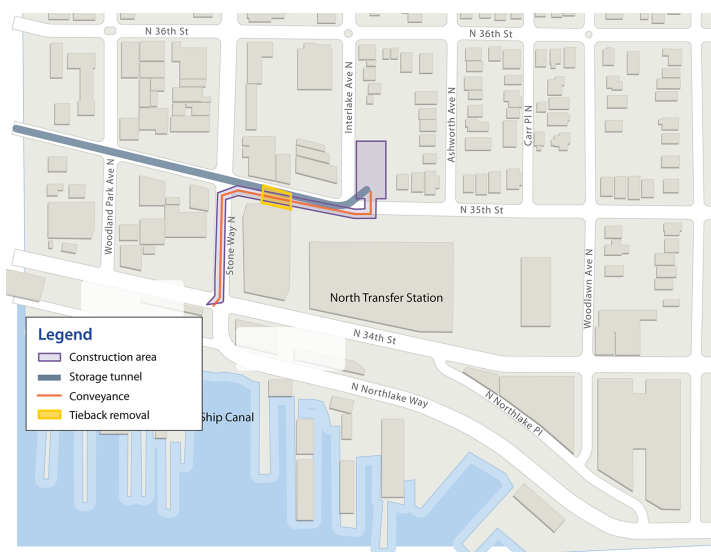
 Safe Healthy Bridges for Everyone .

Opportunity for Data Collection

With SDOT planning to “*maintain one lane in each direction at all times during our construction*”, SDOT will have a rare opportunity to perform “*Natural Experiments*” to determine the impact of lane closures on:

1. Vehicle throughput on the Ballard Bridge
2. Impact on King County Metro Bus headways
3. Impact on congestion on the Ballard Bridge

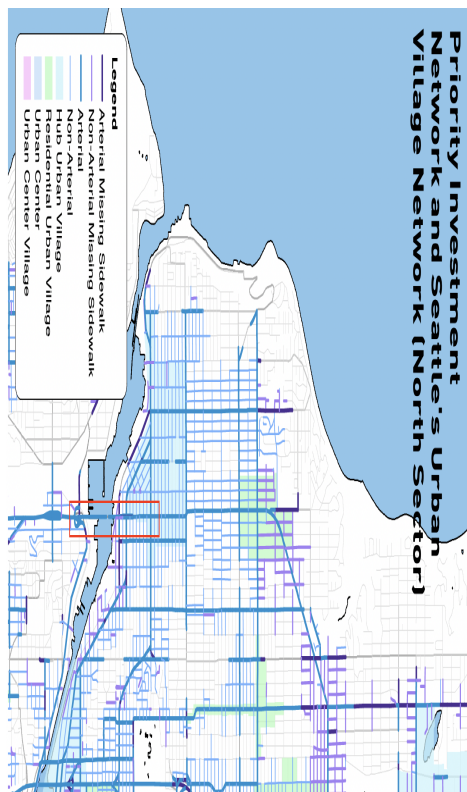
In addition to these very easy experiments that provide valuable data collection opportunities, we would **highly recommend** SDOT consider dedicating space in closed lanes for a *Construction Buffered Bike Lane*. With construction extending from Summer of 2023 to Fall



of 2024, not only would this provide valuable infrastructure for residents, but could function as a proxy for reclaiming a lane of vehicle traffic for a two way protected bikeway giving SDOT the opportunity to collect the data to inform future decisions.

This is something Seattle Public Utilities is doing on Stone Way North for over a year during the [Ship Canal Water Quality Project](#).

Adherence to Bicycle and Pedestrian Master Plans



While the [Bicycle Master Plan](#) does not explicitly list 15th Ave as a project area, we believe the work SDOT is doing here is in line with its charter and goals. Specifically, the [Bicycle Master Plan](#) emphasizes the value of combining project work with existing SDOT projects such as

"... projects involving major work on a street, including bus rapid transit, paving, or safety projects. The complete streets approach helps to reduce construction impacts and provides benefits to multiple SDOT and partner agency programs" ([BMP](#), Pg. 18).*

The Pedestrian Master Plan ([PMP](#)) concurs by stating *"Integrating sidewalks, lighting, and crossing improvements into the construction of adjoining capital projects results in significant cost savings and efficient delivery of improvements" ([PMP](#), Pg. 11).*

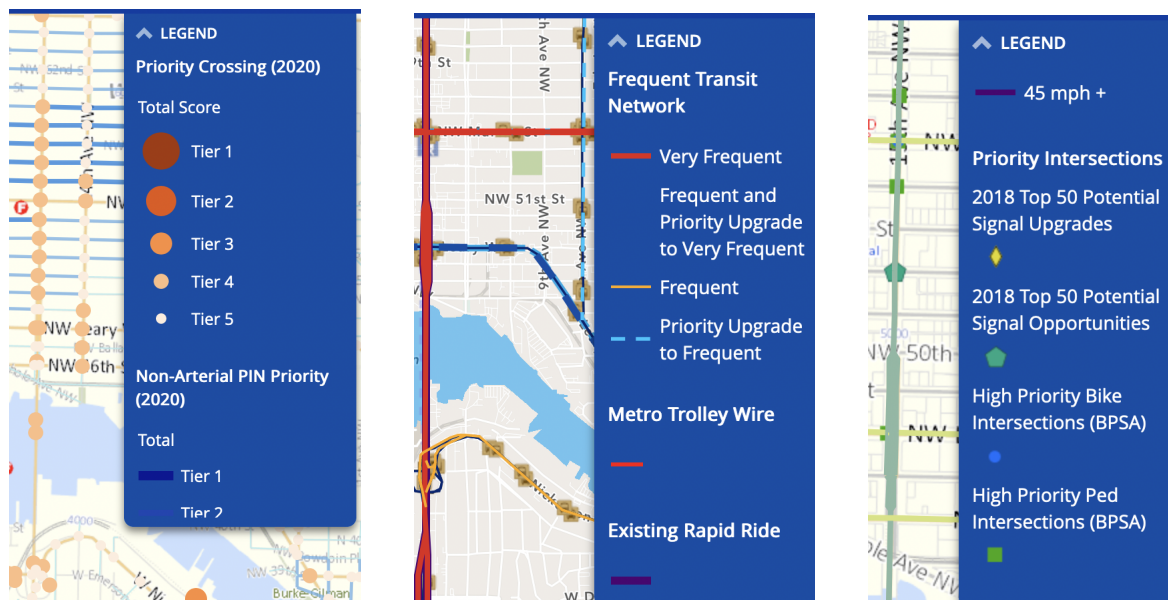
Additionally, both plans prioritize projects which have "Connections to major/mass transit" ([BMP](#), Pg. 20), such as the Rapid Ride bus corridor along 15th Ave, "Connections to Bicycle Facilities" ([BMP](#), Pg. 20), such as the adjacent Neighborhood Greenways on 17th and 6th. Finally, we would like to point out that the [Pedestrian Master Plan](#) **does list 15th Ave on its Priority Investment Network** ([PMP](#), Pg. 19) (red outline of project area added for this report).

Complete Streets Ordinance Review

The Ballard-Fremont Greenways also analyzed the project area using the [Complete Streets Tool](#) and determined the following:

1. The entire Project Area is a **"Very Frequent"** Transit Network with existing Bus Lanes and Rapid Ride Routes
2. Three intersections in this project area (15th & Leary/54th/Market) are designated **"High Pedestrian Intersections"**, 15th and NW Market is designated a **"High Bike Intersections"**, and 15th and 52nd is designated a **"Top 50 Potential Signalized Intersection"**

Screenshots from the Complete Streets Tool shows these designations for each of these locations below (*from left to right*):



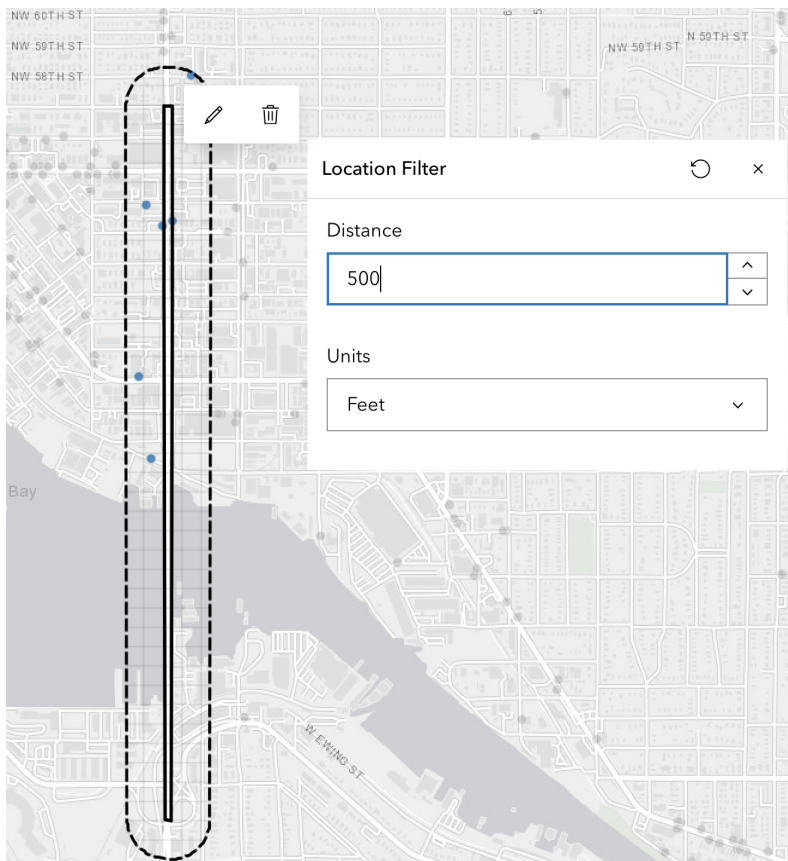
Bike Rack Installation Locations

Ballard-Fremont Greenways would like to recognize the exceptional work the City of Seattle has done in meeting the goals laid out in the Bicycle Master Plan of completing the 9-year goal of bike rack installations as shown below:

BICYCLE RACKS AND SPOT IMPROVEMENTS COMPLETED 2016-2020*					
	2016	2017	2018	2019	2020
Bike parking spaces added	622	466	306	116	20
Urban trail and bikeway spot improvement	10	12	12	15	6

That said, the city has been decreasing the number of installed bike racks (*funded through the Move Seattle Levy*) every year since 2016, & we believe there are multiple private businesses along 15th ave which do not have sufficient bicycle parking per the [City of Seattle Municipal code section 23.54.015 Table D](#). These include but are not limited to:

- [Stoneway Hardware](#) on 15th and 50th
- [Miller Paint](#) on 15th and 49th
- [Wendys](#) on 15th and 54th
 - A popular lunch & afterschool destination for students of nearby Ballard High School
- Entrance to the Ballard Blocks on 15th Ave and NW Ballard Way



Additionally, we would like to note that the [City of Seattle has invested in only **six** city owned bike racks](#) within a 500 foot radius of ***the entire project area.***

Action taken by SDOT during this project to improve bike parking near these businesses and intersections would go a long way to making this area more friendly to multi-modal transportation!

Intersection Analysis

15th Ave & W Emerson

Tier 4 Pedestrian Crossing

On Page 46 of the [60% plan](#), SDOT is proposing ***no changes to this intersection.*** One thing to note, on Page 73 of the [60% plan](#), SDOT is proposing to repaint the existing bike sharrow mark on the 15th ave side of the existing curb bulb going Southbound on 15th ave.

Areas of Concern

The Ballard-Fremont Greenways would like to point out two areas of concern we have at this intersection:

1. There is no ADA accessible crossing at Emerson when crossing from the Ballard Bridge towards the Pedestrian Island, or from the Pedestrian Island to continue Southbound on 15th Ave on Emerson

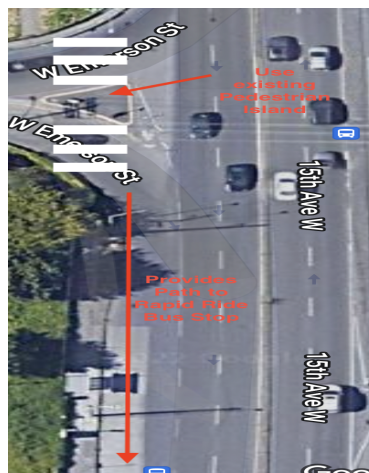
2. We believe the existing Bike Sharrow is not just pointless, but is dangerous for cyclists unfamiliar with the route. 15th Ave is ***not a road that is remotely safe or friendly for cyclists***

The accessibility issues are shown through three photos below, the first showing the lack of an accessible crossing from the Ballard Bridge, the second showing the lack of even an curb cutout on 15th Ave when crossing at street grade, and the third showing the non-ADA or cyclists accessible alternative stairwell going underneath Emerson:



Recommendations

We recommend improving this intersection with an ADA accessible crosswalk connecting the path from the Ballard Bridge to Southbound 15th Ave, as shown below:



Benefits

Not only would this recommended crosswalk provide an ADA accessible crossing for pedestrians and wheeled users here, it also improves access to Rapid Ride Transit facilities.

15th Ave & W Nickerson St

Tier 4 Pedestrian Crossing

On Page 46 of the [60% plan](#), SDOT is proposing to repave the curb barrier separating the Rapid Ride Bus Stop from the general purpose traffic lanes on 15th Ave.

The Ballard Bridge

Tier 4 Pedestrian Crossing

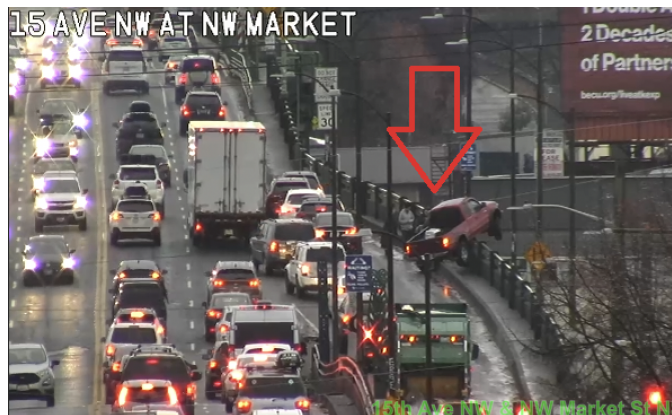
Please see specific recommendations in above [Ballard Bridge Opportunities Sub-Section](#).

On Page 42 to 45 of the [60% plan](#), SDOT is proposing **no additional changes** to the Ballard Bridge or 15th Ave South bound ramp beyond repavement.

Areas of Concern

While the Ballard-Fremont Greenways would highly recommend SDOT consider reclaiming one lane of traffic across the Ballard Bridge for a two-lane cycle track, in case SDOT does not pursue that option, we do have other concerns for this route in its existing state of use. Specifically, the large portions of the Ballard Bridge which have nothing more than an 8" curb separating pedestrians and cyclists from vehicular traffic.

[As was reported on November 22nd, 2022](#), the lack of railing or sufficient separation of vehicular traffic from both the pedestrian path and the drop off of the Ballard Bridge is a grave danger to **all bridge users**.



Recommendations

A relatively easy way to improve pedestrian safety is to simply extend the railing which exists in the central portion of the Ballard Bridge near the drawbridge, down either end.

Below are two images comparing the safety of the Ballard Bridge where it has railing and where it doesn't:



In addition to extended railings, we highly recommend improved signage along the Ballard Bridge to raise awareness among drivers that walking and rolling users of this infrastructure exist.

Benefits

By extending this railing, the Ballard Bridge would be significantly safer for pedestrians and cyclists crossing the all too narrow pathways, and for drivers to prevent incidents as shown above. We would like to note that this is far from a solution to the problems the Ballard Bridge poses, but it is a mitigation of the gravest risks.

Please See Appendix Below for 15th & Shilshole/45th/46th

15th Ave & NW Ballard Way

Tier 5 Pedestrian Crossing

On Page 42 of the [60% plan](#), SDOT is proposing to install 1 new ADA Compliant Curb Ramp in the NE curb bulb crossing NW Ballard Way. Additional sidewalk repavement is proposed in both NE and SE curb bulbs, along with some spot repavement on the NE bound pavement towards NW Leary Way. Finally, on Page 69 of the [60% plan](#), SDOT is proposing repainting the existing traffic channelization paint indicating a wider turn radius and no u-turn off of the 15th Ave ramp onto Eastbound Ballard Way.

Areas of Concern and Recommendations

There are three areas of concern on the East bound off ramp from [15th onto NW Ballard Way](#) and back onto 15th Ave that we have identified.



The crossing pavement is currently incredibly damaged making it unsafe to roll across this intersection

The lack of a physical barrier to slow down right turns off of 15th Ave results in an ***incredibly dangerous*** entrance/exit to the Ballard Bridge Pedestrian path.

As shown below, the faded paint is insufficient to block vehicles making a U-Turn or turning too sharply through this intersection. It also shows how a vehicle desire path has formed cutting pedestrians off from crosswalk access.



The "on-ramp" back onto 15th Ave is incredibly wide measuring ***25 feet wide*** for a *single lane* of traffic. This encourages high vehicle speeds and increases the likelihood of serious collisions with pedestrians, cyclists, and other road users.

This is over double the Standard Arterial lane width of 11 feet ([Streets Illustrated 3.1](#))!!! Simply adding painted shoulders to narrow this lane could go a long way to increasing road safety.

Along with the lane narrowing above, we also recommend

1. Right turns onto east bound Ballard Ave be prohibited from 15th Ave
2. A pedestrian refuge be installed at the Ballard Bridge off-ramp to provide a safe entrance/exit for pedestrians using this key facility. An example is below:



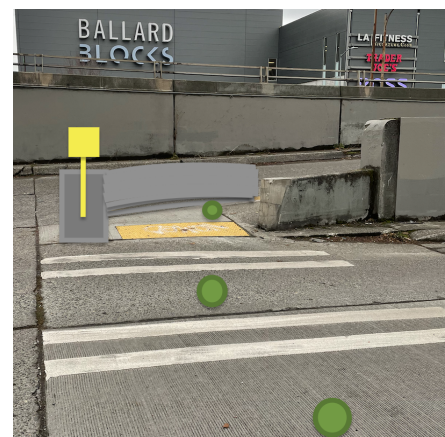
We have also identified three areas of improvement for the west on-ramp onto the Ballard Bridge.



Due to the angle between the vehicular stop before the on-ramp and the pedestrian walkway adjacent to the *Rapid Ride* stop there is very little visibility of pedestrians, cyclists, or oncoming traffic. Re-aligning this vehicle stop to be flush with 15th would improve visibility and necessitate slower turns around the pedestrian on ramp.

At the very least, we recommend installing a mirror for visibility of oncoming traffic!

Additionally, we similarly recommend a **small Pedestrian refuge** with signage protecting the on-ramp to the pedestrian path on the Ballard Bridge.



Cyclist **way finding** would also be valuable to delineate this as an official path onto the Ballard Bridge, as shown to the right



Finally, we suggest the complete closure of this odd service road that connects Ballard Way to 46th, or, at the very least, the installation of painted shoulders to narrow the lane width

This through street is **45% larger** than the Standard Arterial lane width of 11 feet ([Streets Illustrated 3.1](#)) and actually connects to a dedicated cycle path which itself connects to the Burke-Gilman Trail.

Benefits

Improving the pavement quality of the crosswalks will guarantee these intersections remain ADA compliant, improved physical barriers and pedestrian/vehicular daylighting will significantly reduce the likelihood of high speed collisions as vehicles accelerate up the on-ramp to the Ballard Bridge. Finally, reducing lane widths through painted shoulders will reduce speeds coming on and off the Ballard Bridge making this area safer for pedestrians, cyclists, and other road users.

15th Ave & NW Leary

Tier 4 Pedestrian Crossing, High Priority Pedestrian Intersection

On Page 41 of the [60% plan](#), SDOT is proposing **no changes to this intersection**.

Areas of Concern

This intersection is a heavily trafficked pedestrian intersection as it has multiple key points of interest, including:

- 2 Rapid Ride Stations on either side of 15th Ave
- The UW Medical Center

- Nearby Bickersons brewery
- Primary path to the Ballard Food Bank and the Brewery District

While this intersection has existing curb ramps and cross walks, many vehicles come off of the Ballard Bridge at high speed, and/or speed up through the intersection leading to the on-ramp.

Recommendations

To improve pedestrian and cyclist safety through this thoroughfare, Ballard-Fremont Greenways recommends that SDOT improve the existing pedestrian crossings with raised crosswalks. The image below shows the intersection in its current state, with red lines indicating the proposed location for raised crosswalks on the eastern side of 15th:



Benefits

Per the [US Dept. of Transportation](#), Raised Crosswalks “make[s] the pedestrian more prominent in the driver’s field of vision, and allows pedestrians to cross at grade with the sidewalk”, “may reduce vehicle speeds and improve motorist yielding”, & “can reduce pedestrian crashes by 45%”.

15th Ave & 49th St

Tier 5 Pedestrian Crossing

On Page 41 of the [60% plan](#), SDOT is proposing to install 4 new ADA Compliant Ramps in all 4 curb bulbs crossing 49th st. **No curb ramps** are planned to be installed across 15th ave. Finally, note that on page 54 of the [60% plan](#), it appears SDOT is planning to increase the curb radius of both the NE and SE curb bulbs.

15th Ave & 50th St (Ramp To Ballard Bridge)

Tier 4 Pedestrian Crossing

On Page 40 of the [60% plan](#), SDOT is proposing to install 4 new ADA Compliant Ramps in all 4 curb bulbs crossing 50th st. **No curb ramps** are planned to be installed across 15th ave. Additionally, SDOT is proposing significant sidewalk repaving East bound along 50th st on both the N and S sides. Finally, note that on page 53 of the [60% plan](#), it appears SDOT is planning to increase the curb radius of all 4 curb bulbs.

15th Ave & Alley between 50th and 51st

On Page 40 of the [60% plan](#); This is a small alley that functions as a driveway for access to private businesses. SDOT is proposing **no significant changes** here beyond new concrete driveways across the 12 ft alleyway.

15th Ave & 51st St

Tier 4 Pedestrian Crossing

On Page 40 of the [60% plan](#), SDOT is proposing to install 8 new ADA Compliant Ramps in all 4 curb bulbs, along with new concrete in adjacent sidewalk space and surrounding nearby tree pits. Additionally, SDOT is proposing to repave the entire sidewalk on the SW side going down 51st St. Additionally, note that on page 52 of the [60% plan](#), it appears SDOT is planning to increase the curb radius of the SW curb bulb. Finally, note that this intersection is where street repaving begins Northbound after a brief pause coming down from the bridge.

Areas of Concern

SDOT is proposing adding ADA compliant curb ramps crossing 15th Ave on both the East and West sides, yet this crossing would have no signal, no crosswalk, and no pedestrian islands making it a very unsafe crossing. As shown below, pedestrians using these ramps would have to cross 4 lanes of high speed traffic with no other pedestrian facilities.



Recommendations

We recommend improving the safety of this intersection and ensuring pedestrians do not have a false sense of safety at this crossing by implementing a **signalized intersection**.

Benefits

By creating a safer crossing at this intersection, it would reduce the distance between the two nearest crossings on 53rd and Leary from 1,260 feet to 480 feet, a **~62% reduction**



Measure distance
Click on the map to add to your path
Total distance: 1,260.80 ft (384.29 m)



Measure distance
Click on the map to add to your path
Total distance: 488.00 ft (148.74 m)

[According to NACTO,](#)

"there is no absolute rule for crosswalk spacing. Rather it depends on block length, street width, building entrances, traffic signals, etc. 120-200' has been shown to be sufficient."

The current crossing distance of 1260 feet results in pedestrians sprinting across 15th ave when they believe there is no oncoming vehicular traffic.

By installing a signalized intersection here, this intersection would

1. Become a safer crossing for non-vehicular traffic
2. Connect the western half of Ballard to the Ballard Brewery district (*which as shown in the heat map above is a concern*)
3. Slow down traffic prior to the signalized intersection at 53rd making pedestrians more visible and decrease required stopping distance.

NOTE: The 2023 Budget has allocated \$250,000 to SDOT for improving Ballard Ave Streetscape and Pedestrian Safety Improvements in Ballard Brewery District [[GBA-SDOT-002-B-001-2023](#)].

15th Ave & 52nd St

Tier 4 Pedestrian Crossing, 2018 Top 50 Potential Signalized Intersection

On Page 39 of the [60% plan](#), SDOT is proposing to install 8 new ADA Compliant Ramps in all 4 curb bulbs, along with new concrete in adjacent sidewalk space and surrounding nearby tree pits.

Areas of Concern

This intersection has a similar area of concern to 51st in that, as SDOT is intending to install new ADA compliant curb ramps crossing 15th Ave with no other pedestrian or cyclist facilities, it will not significantly improve the safety of this intersection. As shown below, this intersection is also not pedestrian or cyclist friendly:



Recommendations

This intersection would also benefit from a signalized crossing and/or raised crosswalks.

Benefits

See benefits section of 15th Ave and 51st.

15th Ave & 53rd St

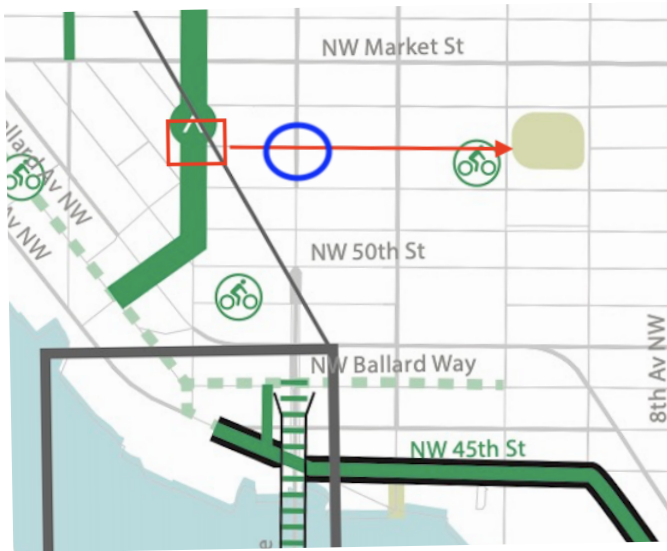
Tier 4 Pedestrian Crossing

On Page 39 of the [60% plan](#), SDOT is proposing **no significant changes** to this intersection. Additionally, **no improvements** are planned for the small pedestrian islands in this intersection.

Areas of Concern

The intersection of 15th Ave and 53rd has an enormous amount of potential given that:

1. 53rd already has a signalized intersection **and** prevents left turns through the intersection via pedestrian islands
2. Eastbound on 53rd runs directly through the heart of the Ballard Brewery District and connects to the Gilman Playground and the newly approved and funded 6th Ave Neighborhood Greenway
3. Westbound on 53rd connects to the existing [Seattle Neighborhood Greenway](#) on 17th



This map shows how this intersection connects two vital pedestrian/cyclists paths through Ballard, with the 15th and 53d intersection circled in blue.

Recommendations

We recommend SDOT make this a key East/West crossing South of Market St by:

1. Adjusting signal timing to prioritize crossing by people walking, biking, and rolling
2. Adding Leading Pedestrian Intervals, if not already implemented
3. Install wayfinding markers and signs to connect this crossings with existing biking and walking routes (17th Ave NW, 8th Ave NW, & 6th Ave NW) and local landmarks (Ballard Ave, Brewery District)
4. Improve waiting zone for bikes (*especially larger cargo bikes*)
5. Improving the pedestrian islands in this intersection
6. Utilizing the inner pedestrian island cutouts for marked cycle paths



Benefits

While many of the benefits from these changes are self-apparent, improving this intersection to create a safe and desirable crossing for pedestrians and wheeled users would increase the connectivity of Ballard East/West over 15th Ave and help connect Ballard to the Brewery District and two of its' existing North South Greenways of 17th Ave and 6th Ave.

15th Ave & 54th St

Tier 4 Pedestrian Crossing, High Priority Pedestrian Intersection

On Page 38 of the [60% plan](#), SDOT is proposing to add new sidewalk concrete along the West sidewalk around newly expanded tree pits connecting Market to 54th. Additionally, SDOT is proposing to install 8 new ADA Compliant Ramps in all 4 curb bulbs, along with new concrete in adjacent sidewalk space.

15th Ave & NW Market St

Tier 4 Pedestrian Crossing, High Priority Pedestrian Intersection, High Priority Bike Intersection

On Page 37 of the [60% plan](#), SDOT is proposing to repave this intersection and repave the SE and SW Curb Bulbs and install 4 new ADA Compliant Ramps. Sidewalk repavement will extend no further than the space adjacent to the newly installed ramps. Finally, SDOT is proposing to repave some sidewalk going down the SE side of 54th street, along with spot repaving on the W side of 54th st.

15th Ave & 56th St

Tier 4 Pedestrian Crossing

On Page 37 of the [60% plan](#), SDOT is proposing to repave this intersection and install 2 new ADA compliant curb ramps at the NW curb bulb, and 1 new ADA compliant ramp at the NE curb bulb crossing 15th ave. Additionally, new concrete will be laid around both N Curb bulbs.

Areas of Concern

This intersection has a similar recommendation to 15th Ave and 51st as SDOT will be installing new ADA compliant curb ramps crossing 15th Ave, but providing no other pedestrian infrastructure to facilitate a safe crossing. In the two images shown below, it is clearly visible how southbound vehicular traffic queued up at 15th Ave and Market St does not respect this as a legitimate pedestrian crossing:



Recommendations

We recommend a similar infrastructural change here as we did for the 15th Ave and 51st St intersection of a Raised Crosswalk through the pedestrian cut-outs in the traffic separator. We would like to note that we believe this intersection to be a lower priority than 51st given its proximity to NW Market St which provides a signalized intersection with crosswalk.

Benefits

We believe that the installation of a painted or raised crosswalk here would help make drivers aware that this is a legitimate pedestrian crossing, and would help make pedestrians crossing here more visible. Additionally, given its proximity to a Rapid Ride stop, increasing pedestrian access and safety is valuable.

15th Ave & 57th St

Tier 4 Pedestrian Crossing

On Page 37 of the [60% plan](#), SDOT is proposing to repave this intersection and install 8 new ADA compliant curb ramps at each of the 4 curb bulbs along with new sidewalk cement concrete at the curb bulbs and north of the intersection along 15th ave towards 58th st.

Appendix

Segments Out of Scope of Existing Project

15th Ave & Shilshole Ave

SDOT is proposing ***no changes to this intersection*** as it is out of scope for this project.

15th Ave & 45th St

SDOT is proposing ***no changes to this intersection*** as it is out of scope for this project.

15th Ave & 46th St

SDOT is proposing ***no changes to this intersection*** as it is out of scope for this project.

Recommendations

- Improved crossing at [46th / Shilshole](#)
 - Missing link section
 - Parking was recently removed to daylight this intersection better

Community Outreach Surveys

- [SDOT Community Outreach Survey](#)

Pertinent Links

- [Official SDOT Project Page](#)
- [60% Plan Provided by SDOT](#)
- [Bicycle Master Plan](#) and [Pedestrian Master Plan](#)
- [Complete Streets Ordinance](#)
- [Complete Streets Tool](#)