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Bcc	
Subject	Ballard Ave Mobility Improvements Feedback

Hello,

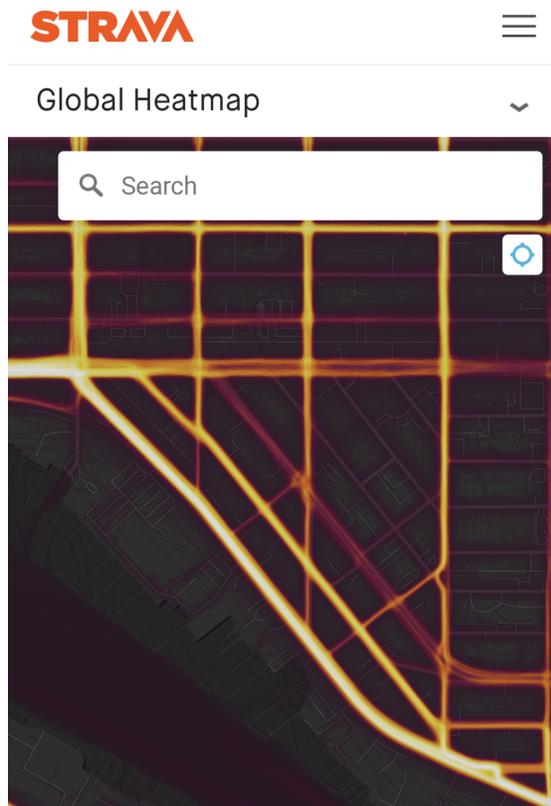
I'm writing on behalf of [Ballard-Fremont Greenways](#) to provide feedback on the [Ballard Ave Mobility and Access Improvements](#).

We are happy to see the focus on pedestrian improvements which will lead to a desirable environment for **people** to gather, shop, and dine in Ballard.

We are concerned, however, that the formalization of one way NW bound traffic on Ballard Ave between 20th Ave NW and 22nd Ave NW is overlooking the needs of two demographics - 1) people who bike and 2) people who use mobility devices.

We start by looking into 1) first: Cyclists often ride SE along Ballard Ave to **access** businesses along this segment and as an **alternative** to the auto-heavy NW Leary Way and Shilshole Ave NW.

See the images below which show that Ballard Ave is a popular street for bikes:





However, the current plans for Ballard Ave **overlook** people on bikes. Cycling is an *incredibly efficient* way of connecting **people** to businesses.

Consider the pictures below.

Here is **one customer** arriving in a SOV and taking up *15 feet* of curb space:



And here are **7 customers** who arrived by bike and use less than *10 feet* of curb space *combined*:



Here are two SUVs taking up the curb space of nearly **two whole storefronts**:



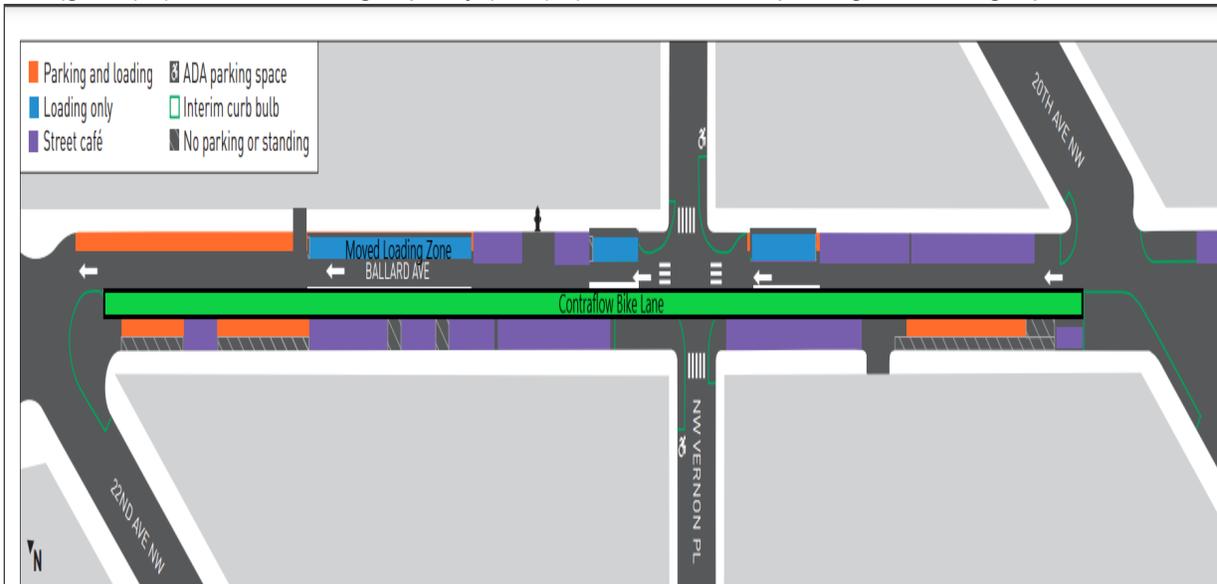
Meanwhile, here's two bikes parked in the same amount of area it took to store the parking meter that was used to pay for the inefficient use of curb space above:



The evidence goes beyond anecdotal pictures. There have been [numerous studies \(including Seattle\)](#) showing that bike facilities are [good for business](#) and good for the safety of [all road users](#) - a win-win for the goals of the project.

We recommend that SDOT install a [contraflow bike lane](#) going SE along Ballard Ave. One way to do this would be to merge the loading zones with the parking and loading zones. This would free up the space needed for a contraflow bike lane along the Shilshole side of Ballard Ave while maintaining loading capacity.

Here is a modified version of the [SDOT proposal](#). The modifications here 1) include a contraflow bike lane (green) 2) maintain loading capacity (blue) 3) remove the “no parking or standing” space.



Additionally, we recommend that SDOT install more **bike corrals** near Ballard Ave and NW 22nd Ave to ensure there is adequate bike parking for this popular destination.

The bike post in front of Cafe Umbria can't accommodate all the bikes!



To address concern 2) around accessibility for mobility devices, we look at the current condition of sidewalks along Ballard Ave.

Sidewalks are in good condition (and look at all those **people!**), but there is very little accommodation for mobility devices.



Again, pedestrian activity is *strong* along the corridor, but sidewalk trees provide even less room for mobility devices.



We are aware that SDOT is planning to install porous surface treatments around the trees which may help people using mobility devices. Additionally, we recommend allocating more **street space** for people using mobility devices. This could be a shared contraflow lane for bikes and mobility devices.

Thanks for taking the time to incorporate our feedback and the effort being put forth to make Ballard Ave a people oriented place.

P.S. We are well aware (and very supportive!) of the [plans](#) to complete the Missing Link along Shilshole Ave NW. Some might argue this removes the need for cycling infrastructure along Ballard Ave. We believe the opposite is true for three reasons - 1) The businesses are along Ballard Ave. 2) Infrastructure on one street does not obviate the need for infrastructure on another street. 3) The Missing Link hasn't been completed for the last thirty years.
