

November 15, 2010

Peter Hahn  
SDOT Director  
Seattle Municipal Tower  
700 5<sup>th</sup> Avenue, Room 3849  
Seattle, WA 98104

Dear Mr. Hahn:

On May 24<sup>th</sup> the Ballard District Council submitted a letter of comment and concerns to you about recommendations contained in your department's Market/45<sup>th</sup> Street Transit Corridor Improvement project. Outside of extensive conversations we have had with a diverse group of neighborhood and business representatives regarding the NW Market/24<sup>th</sup> Ave NW intersection, we have yet to receive a reply from your department that addresses our listed concerns.

After further research and follow up conversations, the Ballard District Council is categorically opposed to the closing of transit zones along NW Market Street recommended by this study. We are unclear as to the source for this series of recommendations, SDOT or KC Metro, and are uncertain as to the timing of the proposed closures and the manner in which the associated public process will proceed. Our opposition to transit zone consolidations along NW Market Street is based on current conditions, anticipated growth, and trends in how we get around.

In recent years, Ballard has experienced significant residential growth, particularly in its HUB Urban Village. As a result, there are numerous large residential developments with existing MUP's or MUP's in process. By 2008, Ballard was already at 176% of its 2014 growth target. However, transportation has not kept pace with that growth. Eliminating bus stops further exacerbates this transportation gap.

A 2010 survey of 901 citizens in the Ballard district conducted by the Seattle Planning Commission found that 400 respondents (44%) are dissatisfied with transportation infrastructure in Ballard. Fewer than 100 respondents (11%) expressed satisfaction with the transportation infrastructure. These perceptions undermine efforts to enhance job growth in Ballard, and contribute to an abysmal real jobs growth rate of 4% that Ballard is currently experiencing. Reducing access to transit service in and adjacent to Ballard's HUB Urban Village is not only counterintuitive to the concept of promoting and serving residential density (a key goal advanced by the City Council and the Mayor's Office in recent years), but it further inhibits job growth and reneges on commitments made to this community during earlier growth management and neighborhood planning processes. The few seconds saved per bus stop pales in comparison to the overall adverse impacts to the health of our community. Nonetheless, we remain interested in a comprehensive look at all of the transit stops that run through our core to better optimize the efficiency of existing routes while maximizing our access to these services.

Regarding recommended transit zone curb extensions on Market Street at 28<sup>th</sup> NW, we understand that you have received comments from the Nordic Heritage Museum about the proposed curb bulbs at this intersection which will serve their new museum facility. We would like to suggest that curb bulb designs located anywhere

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**Member Organizations**

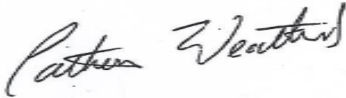
15<sup>th</sup> Ave NW Assn • 36<sup>th</sup> District Demos • 36<sup>th</sup> District Green Party • 36<sup>th</sup> District Republicans • Ballard Chamber of Commerce • Ballard High School PTSA • Ballard Historical Society  
Ballard Landmark Residents Assn • Ballard Northwest Senior Center • Ballard Rotary • Ballard Place Condominium Assn • Canal Station Condominium Assn • Crown Hill Business Assn  
Crown Hill Neighborhood Assn • East Ballard Community Assn • Friends of Burke Gilman Trail • Groundswell NW • Nordic Heritage Museum  
North Beach Elementary PTA • North Seattle Industrial Assn • Norwegian Commercial Club • Olympic Manor Community Club • Seaview Neighborhood Assn • Shilshole Liveaboard Assn  
Sunset Hill Community Assn • Sunset West Condominium Assn • Sustainable Ballard • Whittier Heights Community Council

along the NW Market Street transit alignment carefully consider potential impacts to bicycle safety and the movement of freight.

Finally, with regard to the proposed reconfiguration of the 24<sup>th</sup> Avenue NW and NW Market Street intersection, the Ballard District Council continues to be willing to support choices that promote pedestrian and bicycle safety and allow for efficient transit turning through that intersection. However, such choices must not reduce traffic capacity or significantly and negatively impact throughput times for any mode of transportation.

We look forward to your response. If you have any questions, please don't hesitate to contact me at 372-2033 or [catherine.weatbrook@gmail.com](mailto:catherine.weatbrook@gmail.com)

Sincerely,

A handwritten signature in black ink that reads "Catherine Weatbrook". The signature is written in a cursive style.

Catherine Weatbrook, President

CC: KC Councilmember Larry Phillips  
Kevin Desmond, GM, King Country Metro Transit  
Dr. Rayburn Lewis, Executive Director, Swedish Ballard  
Eric Nelson, Director, Nordic Heritage Museum  
Beth Miller, Executive Director, Ballard Chamber of Commerce  
Members, Citizen Advisory Panel – Market/45<sup>th</sup> Transit Corridor Improvement project  
City Councilmember Tom Rasmussen