November 15, 2010

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

Dear Mr. Hahn:

On May 24th the Ballard District Council submitted a letter of comment and concerns to you about recommendations contained in your department's Market/45th 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/24th 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 28th 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

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 24th 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

Sincerely,

Catherine Weatbrook, President

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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/45th Transit Corridor Improvement project

City Councilmember Tom Rasmussen