



Burke-Gilman Trail Missing Link Project

The Levy to
MOVE SEATTLE

Icons representing different modes of transportation: train, bus, car, bicycle, and pedestrian.

July 13, 2017 – Presentations at 5:30 & 6:45 PM



SDOT's Mission and Vision

Mission: Deliver a high-quality transportation system for Seattle

Vision: connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For all



Presentation Overview

- Project Need, History, & Past Work
- Preferred Alignment
- Schedule & Budget
- Adjacent Projects



Project Need, History, & Past Work

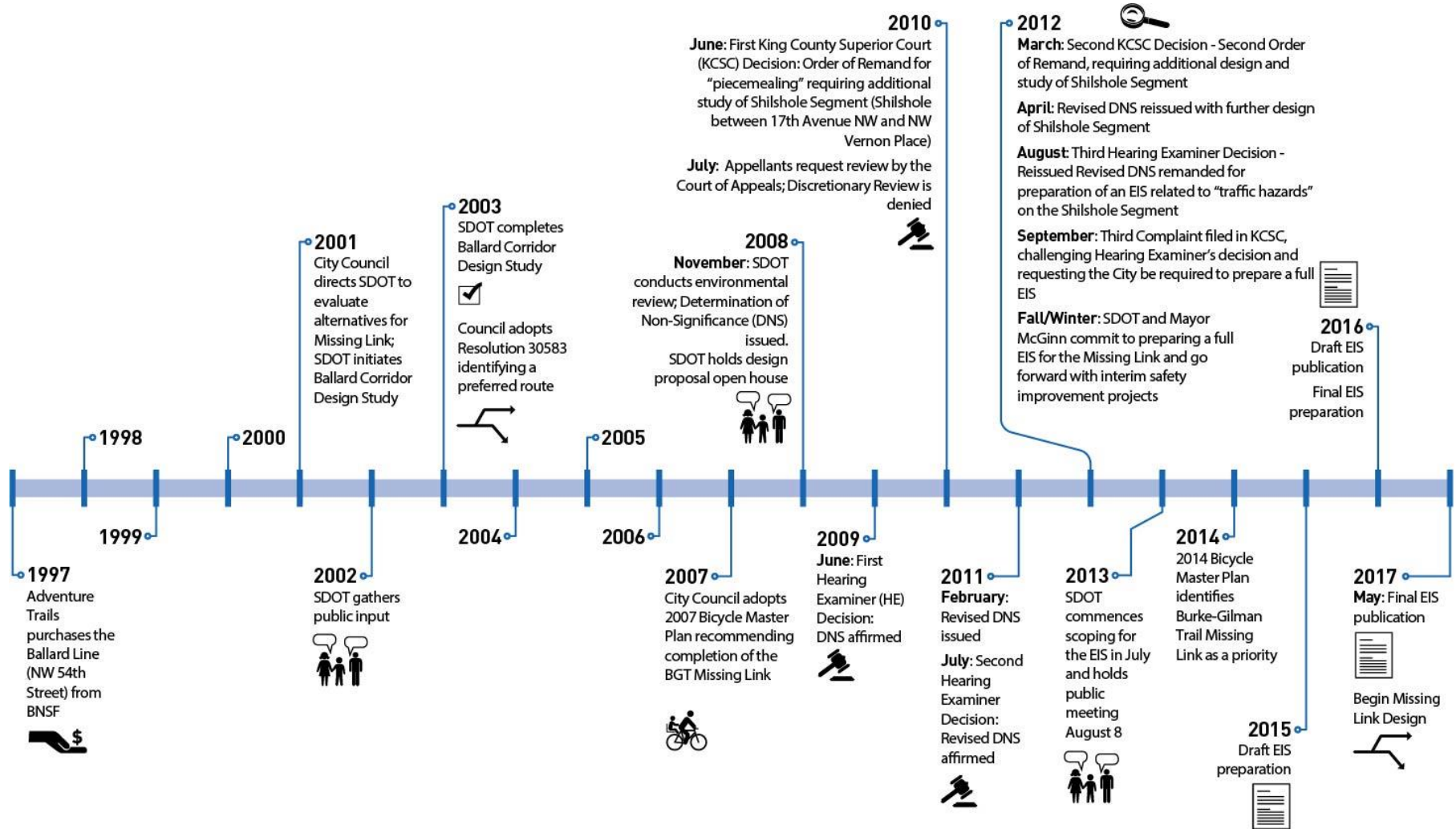


SDOT's Project Mission and Vision

Complete the Burke-Gilman Trail to create a **safe, direct, and well-defined route** for people of **all ages and abilities** traveling across the City and through Ballard. **Improve predictability** for motorized and non-motorized users while maintaining safe **truck and freight access** to local businesses.

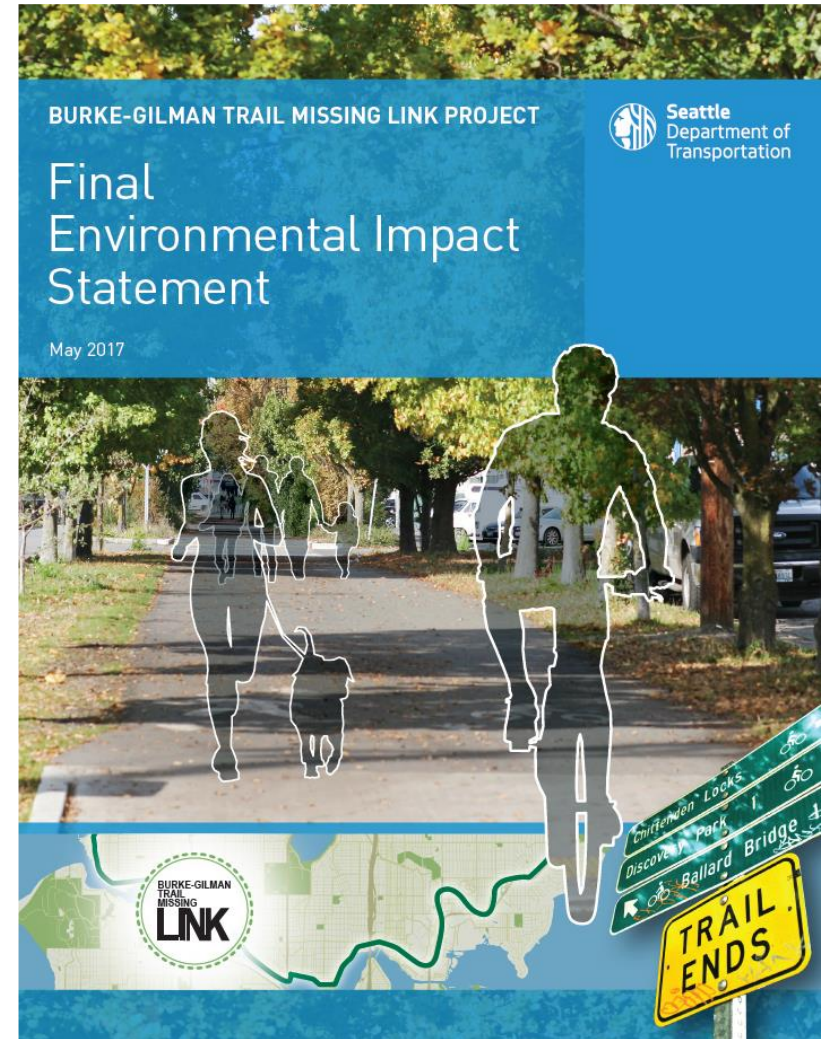


Project History & Past Stakeholder Work



Final EIS

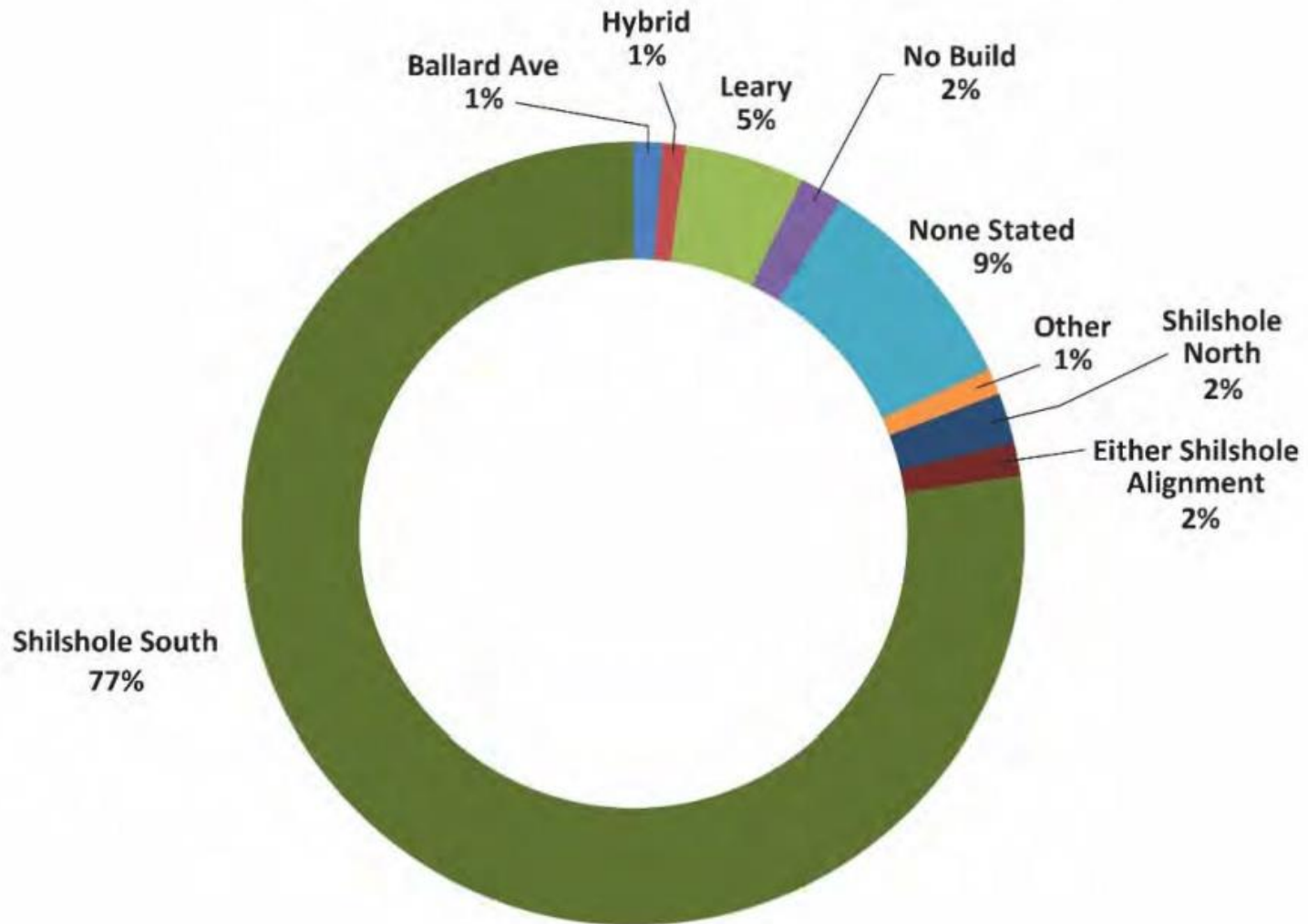
- Evaluated five route alternatives:
 - Shilshole South
 - Shilshole North
 - Ballard Avenue
 - Leary Avenue
 - Preferred Alternative
- Assessed potential impacts:
 - Traffic and transit
 - Parking impacts
 - Driveway and loading docks
 - Intersections



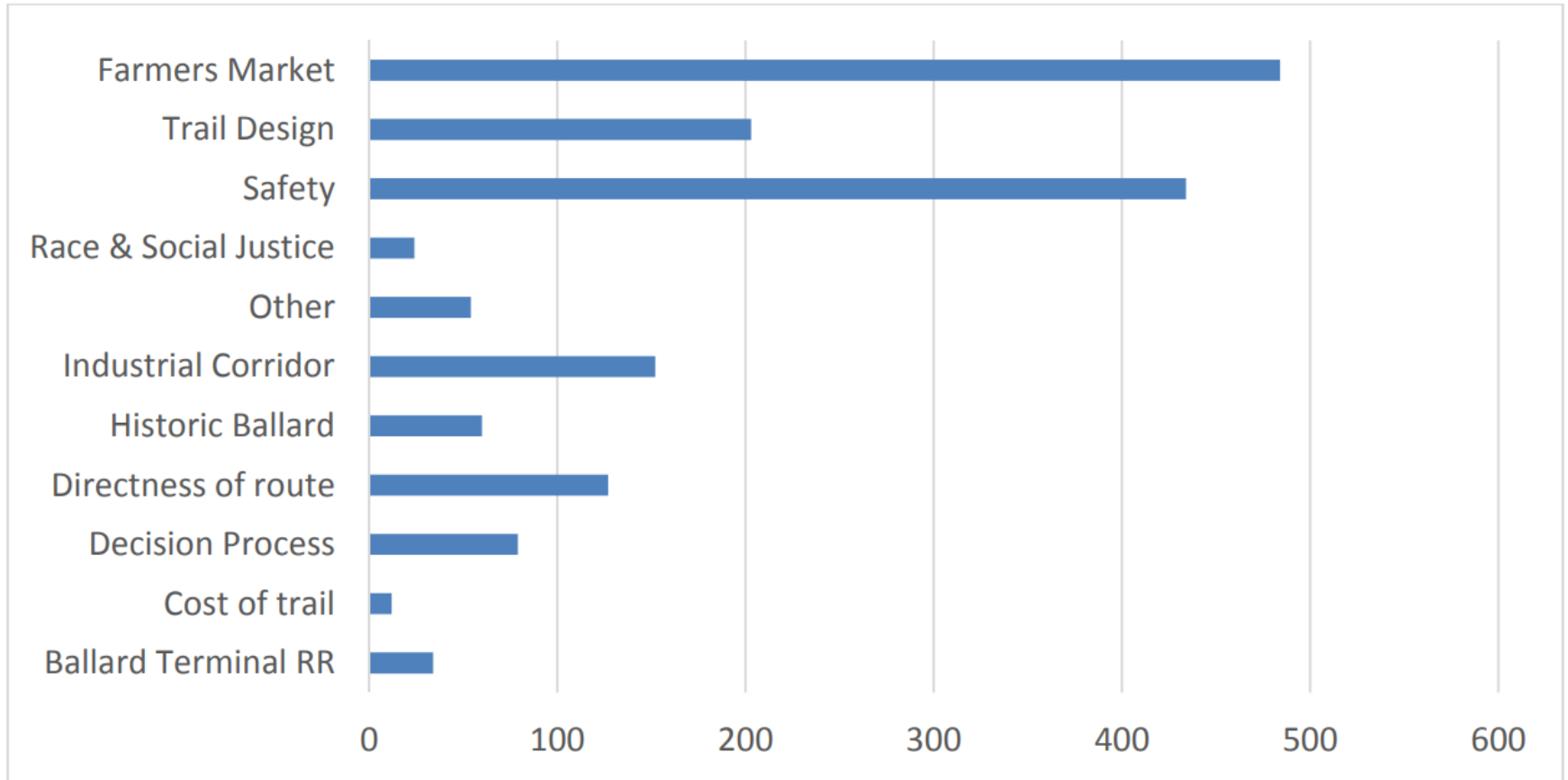
Route Alternatives



What We Heard



What We Heard



Preferred Alignment



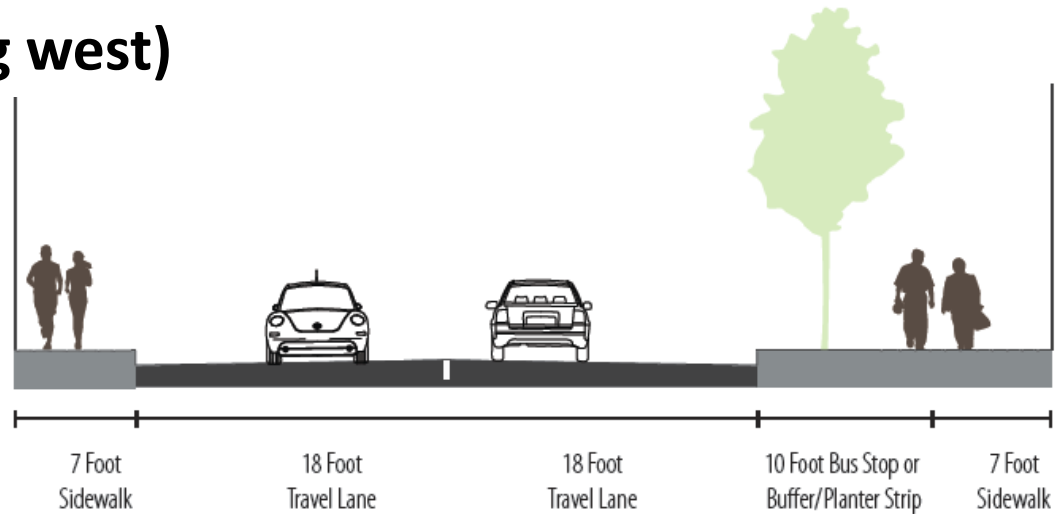
Preferred Alignment

Burke-Gilman Trail Missing Link Preferred Alignment

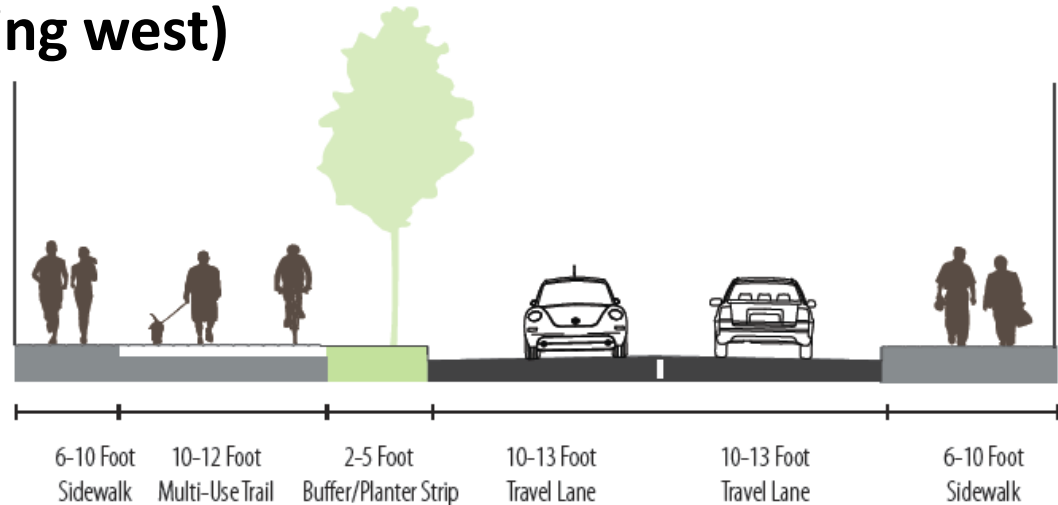


Typical Section of NW 54th St.

Existing Conditions (facing west)

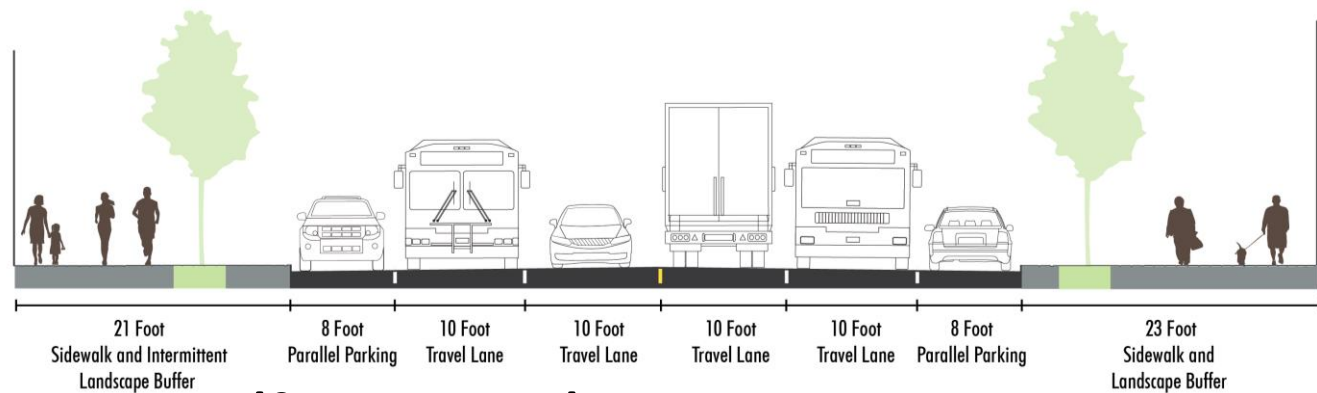


Preferred Alternative (facing west)

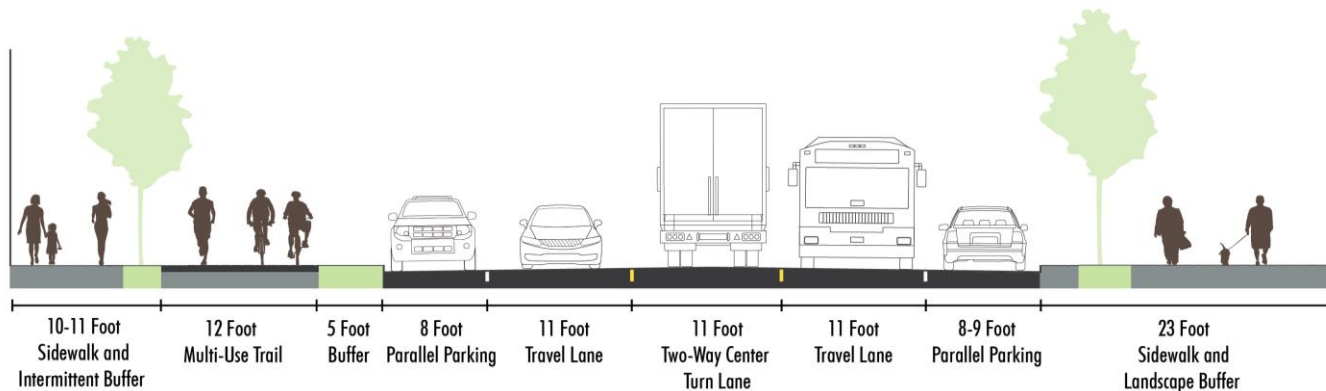


Typical Section NW Market St.

Existing Conditions (facing west)



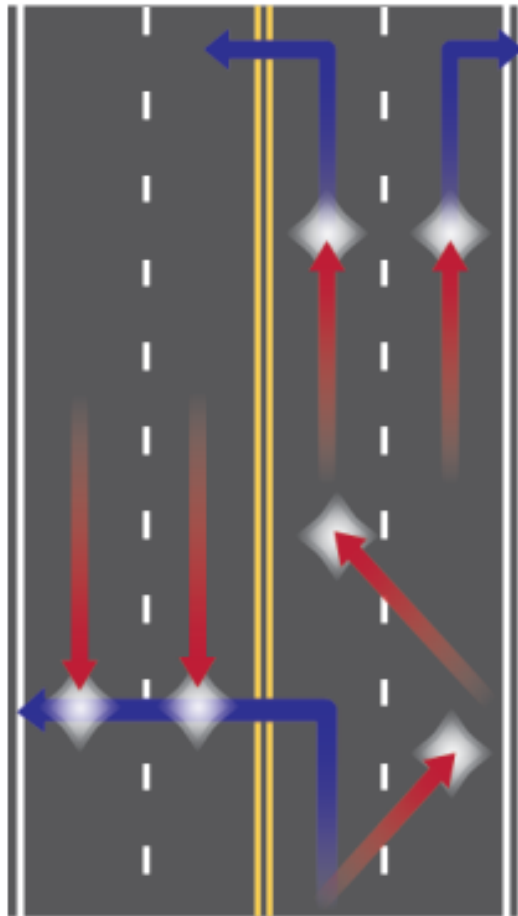
Preferred Alternative (facing west)



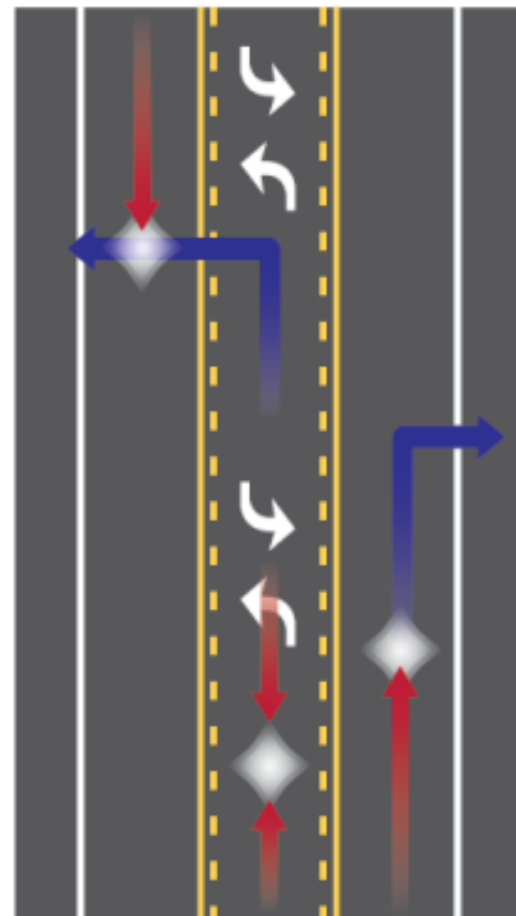
Road Re-channelization

Benefits: reduced crashes

4-Lane



3-Lane



Road Re-channelization

Benefits: reduced speeding and collisions

Street	ADT Before	ADT Change	Injury Collisions	Aggressive Speeding (40+ MPH)
Stone Way N	13,900	-6%	-33%	-75%
Fauntleroy Way SW	17,599	+0.3%	-72%	-13%
S Columbian Way	12,300	+15%	-19%	-46%
Nickerson Street	18,500	-1%	-20%	-93%
NE 125 th Street	13,600	+11%	-8%	-69%
N 130 th Street	13,298	+0.5%	-75%	-87%
Ellis Avenue S	9,855	-39%	-24%	-30%

Road Re-channelization

Example: Nickerson St



Nickerson Street before

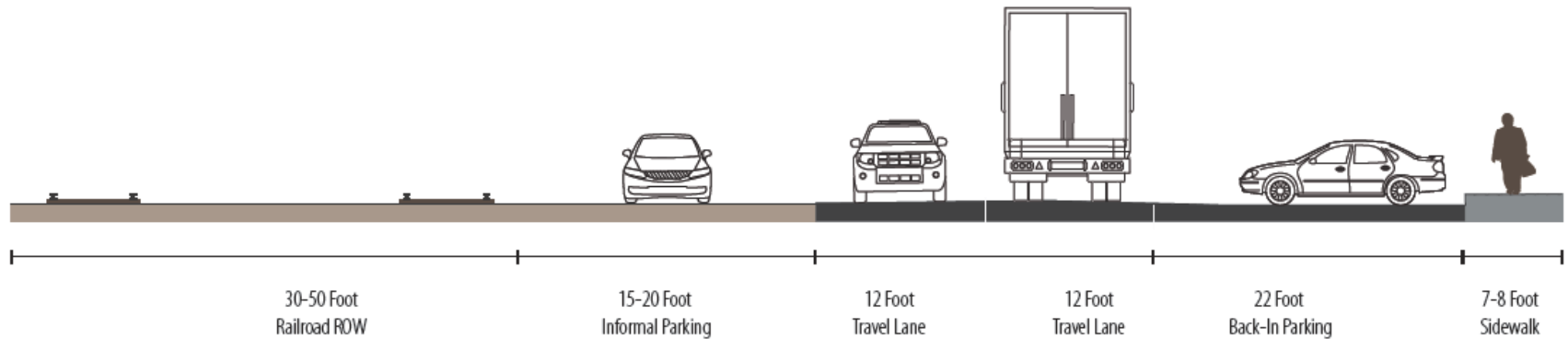


Nickerson Street after

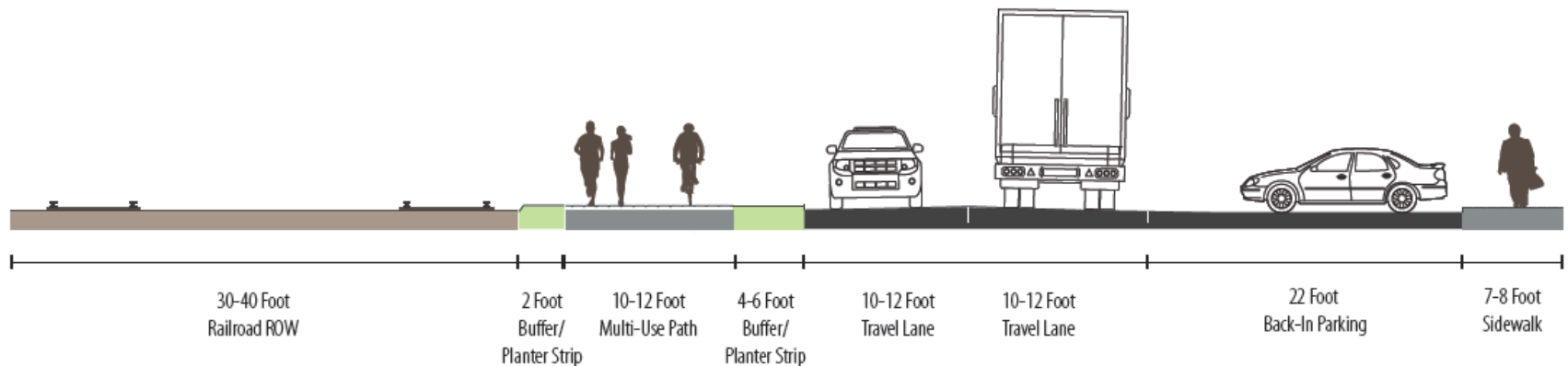


Typical Section Shilshole Ave NW

Existing Conditions (facing west)

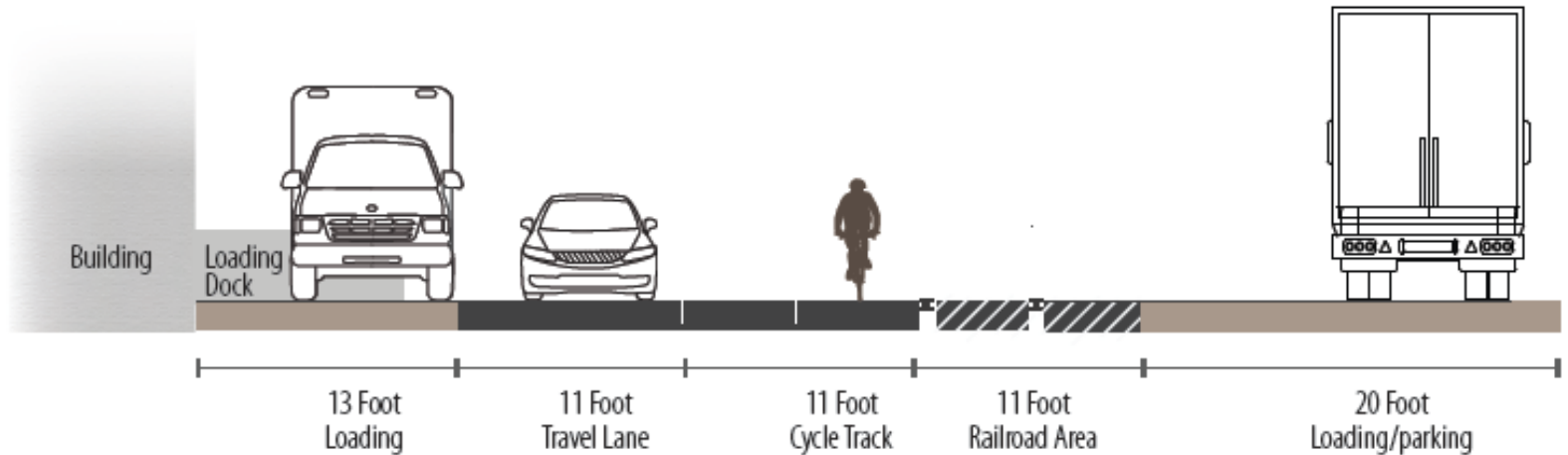


Preferred Alternative (facing west)

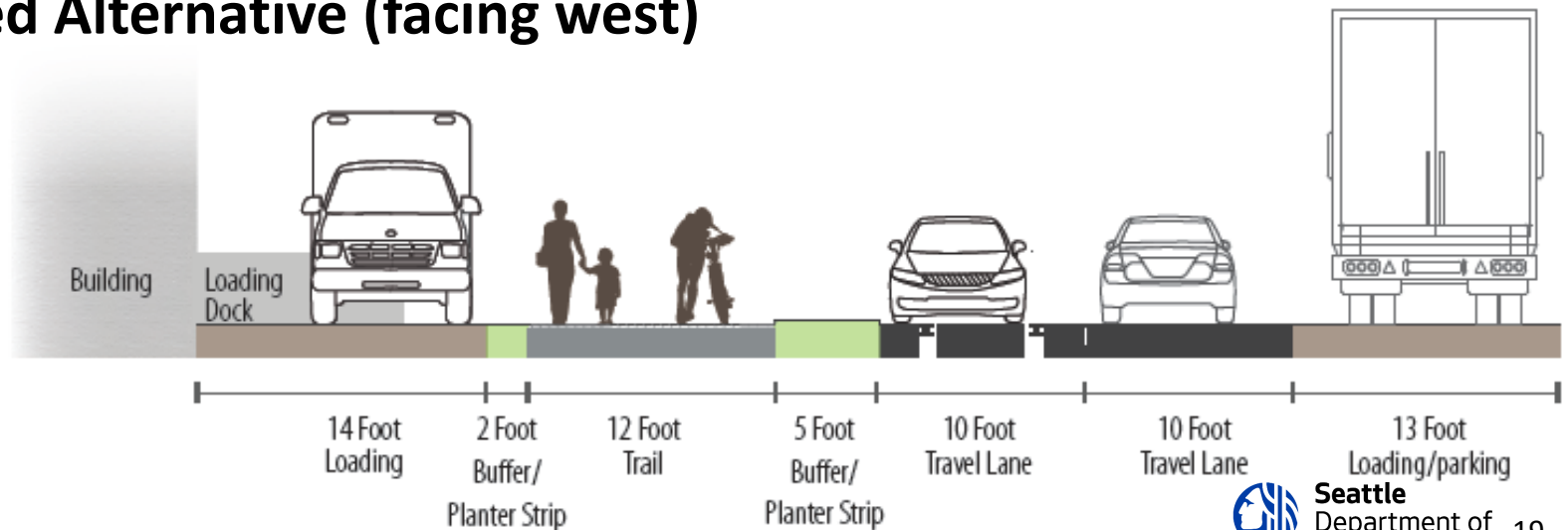


Typical Section NW 45th St.

Existing Conditions (facing west)



Preferred Alternative (facing west)



Schedule & Budget



Schedule

- 2017-2019 project milestones:
 - **Concept Design** – Late July 2017
 - **Schematic Design** – Mid-September 2017
 - **Design Development** – Early November 2017
 - **Construction Documents** – Late December 2017
 - **Construction** – Spring 2018-Spring 2019



Budget

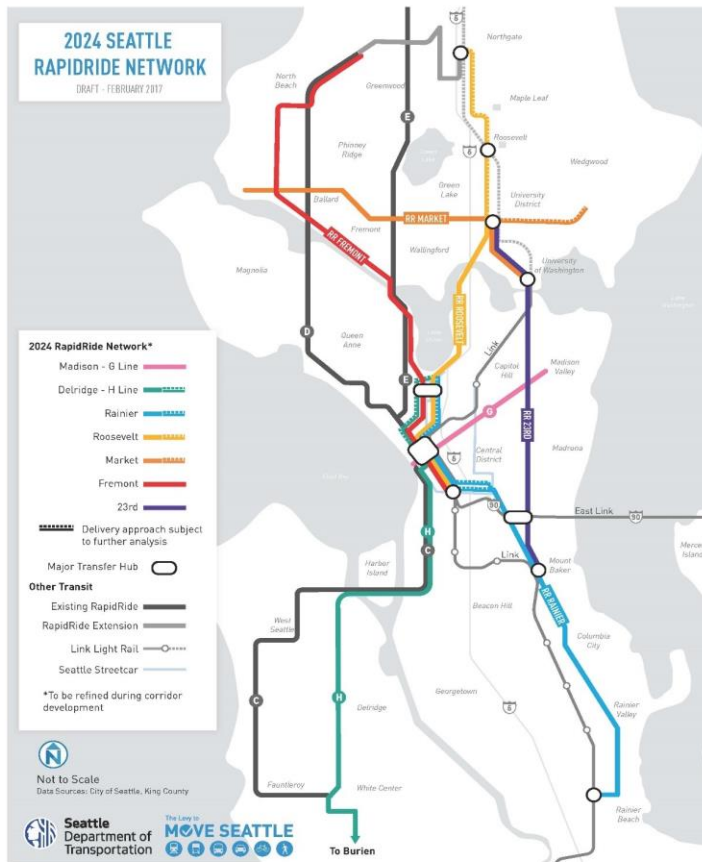


Adjacent Projects



Seattle RapidRide Expansion Program

We're delivering 7 new RapidRide corridors by 2024 to advance the Levy to Move Seattle's promise of 72% of residents having 10-minute or better transit service within a 10-minute walk from their home.



RAPIDRIDE KEY FEATURES

DEDICATED BUS LANES

Bus-only lanes separate buses from traffic, increasing speed and reliability.



ENHANCED BUS STOPS

RapidRide stations include real-time arrival information, larger shelters, lighting, and other amenities.



OFF-BOARD FARE COLLECTION

Off-board fare collection helps buses move faster as riders can pay fares without waiting in line.



SPECIALIZED BUSES

RapidRide buses offer more capacity and lower floors for easier loading and unloading.



SMART SIGNALS

Transit signal priority extends or activates green lights to reduce waiting times for buses at signals.



BIKE AND PEDESTRIAN CONNECTIONS TO TRANSIT

Improvements to crossings, neighborhood greenways, and bike lanes will help people get to new RapidRide lines.

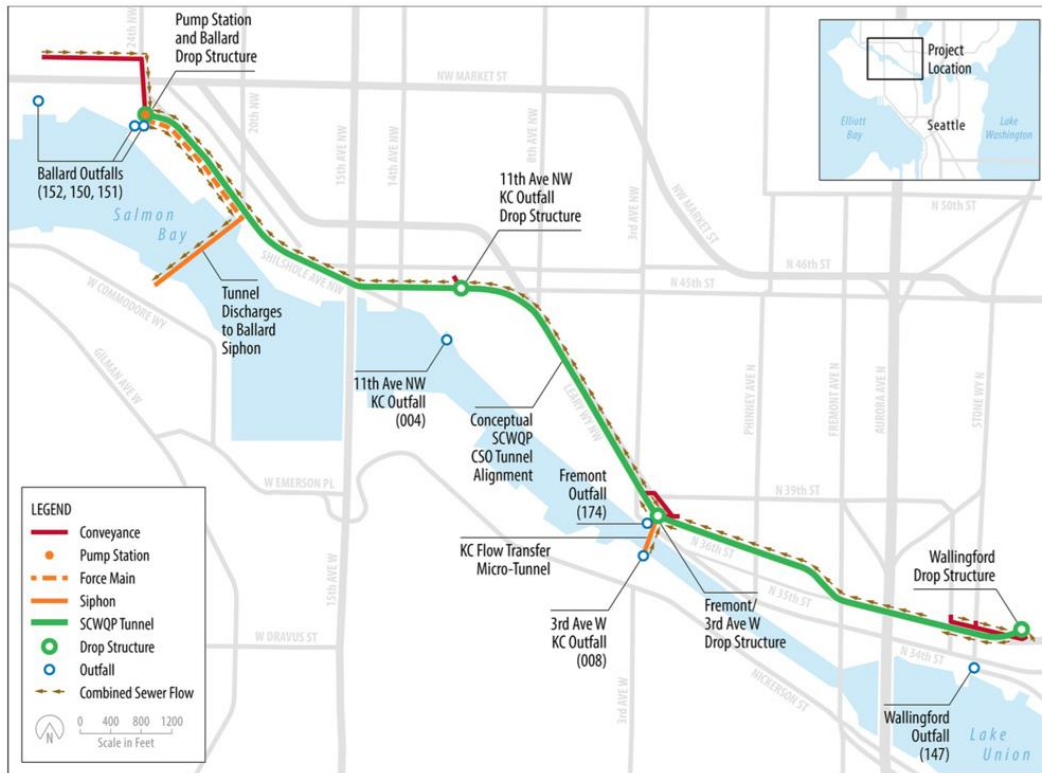


LINE OPENING PRELIMINARY TIMELINE

2019	2020	2021	2022	2023	2024
G Line Downtown Seattle to First Hill to Madison Valley	H Line Downtown Seattle to Delridge to Burien	Roosevelt Downtown Seattle to Eastlake to Roosevelt Rainier Downtown Seattle to Mt Baker to Rainier Beach	Market Ballard to Wallingford to U-District	Fremont Downtown Seattle to Fremont/Ballard to Northgate	23rd Mt Baker to Central Area to U-District



Ship Canal Water Quality Project



Subproject	Description
Ballard Early Works Package	<ul style="list-style-type: none"> • Site Remediation • Watermain • New Electrical • CSO Outfall Replacement • 24th Ave Pier Replacement • Street end Closure (for construction only)
Shilshole Pipe	<ul style="list-style-type: none"> • 54" CSO pipe in ROW to KC Ballard Siphon (on Shilshole between 24th and Dock Place) • Constructed under BGT contract
Tunnel	<ul style="list-style-type: none"> • 2.7-mile tunnel to hold stormwater and some sewage during heavy rains • Launch Pit at former Yankee Diner Parking Lot, spoils will be hauled by barge • Drop Shaft at 11th/45th will require temporary rerouting of Burke-Gilman Trail
Tunnel Effluent Pump Station (TEPS)	<ul style="list-style-type: none"> • Site and Building Construction



Public Input Opportunities

- Provide your thoughts to the Design Advisory Committee:
BGT_MissingLink_DAC@seattle.gov
- Sign up for email updates: BGT_MissingLink@seattle.gov
- Call the project team: (206) 256-5264
- Request a briefing. [We are happy to join your meeting.](#)
- Visit the website for updates and upcoming events:
seattle.gov/transportation/BGT_MissingLink.htm
- Attend upcoming events:
 - [Design Advisory Committee Meetings](#)
 - [Segment Workshop](#)
 - [Public Events](#)
 - [Local Fairs and Festivals](#)



Questions?

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www.seattle.gov/transportation/BGT_MissingLink.htm

www.seattle.gov/transportation

