

Burke-Gilman Trail Missing Link



The Levy to
MOVE SEATTLE


Seattle Design Commission – Concept Design (30%)

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August 3, 2017



Seattle
Department of
Transportation

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 Agenda

Project Overview

Concept Design (30%)

- Design Details
- Schedule & Budget
- Adjacent Projects

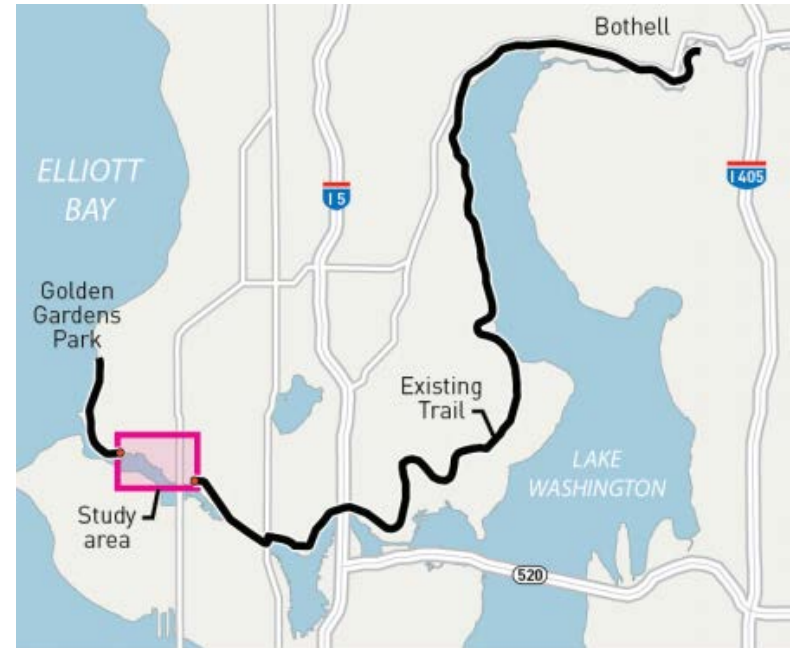
1% for the Arts

Questions

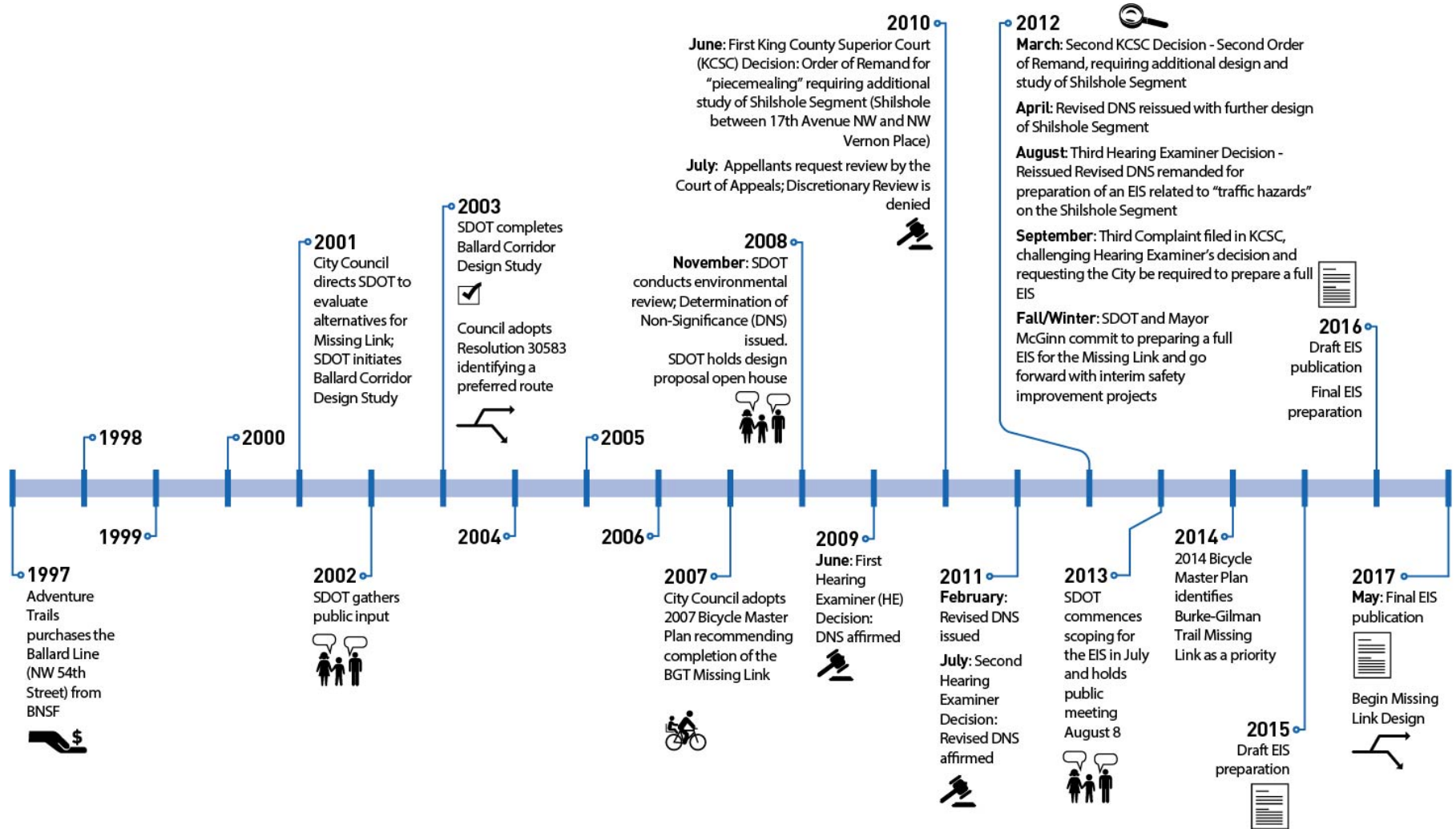
PROJECT OVERVIEW

Project 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



ENVIRONMENTAL IMPACT STATEMENT

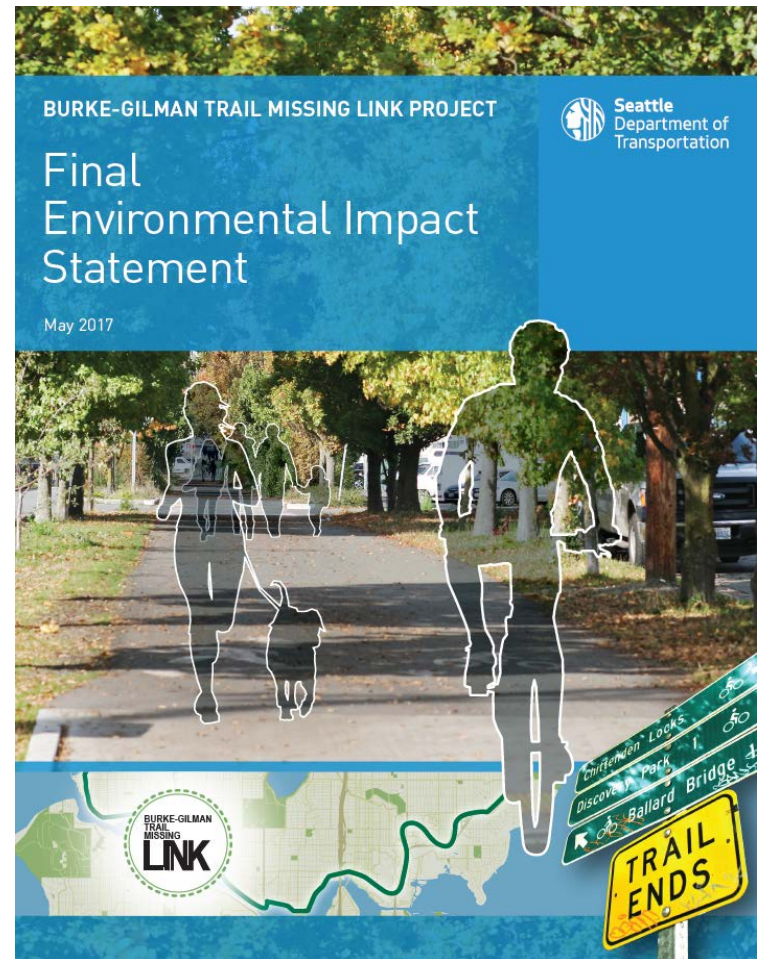
Final EIS

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



Preferred Alignment



Why Preferred Alternative?

- **Most direct, shortest, flattest and fastest route through Ballard;** Flat is important, as this improves sight-lines and safety for all corridor users
- **Route used most often** by cyclists and pedestrians to get to the existing Burke-Gilman Trail, and would likely remain used if another route selected
- **Least number of roadway intersection crossings,** which have the greatest potential for conflict between drivers and cyclists or pedestrians
- **Least number of rail crossings,** which are notoriously dangerous for cyclists and rail operators
- **Least impact on, or need to modify, existing driveways or loading docks**



OUTREACH

Public Outreach Efforts


10 local briefings
& meetings



2 local events
attended with
230 participants



15,500+
mailers sent

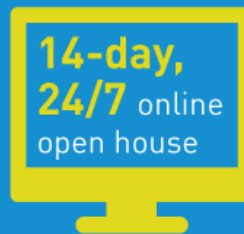


4 in-person
public events with
150+ attendees



3 meetings & **1**
walking tour with the
11-member Design
Advisory Committee

3 notification
emails
to **170+**
recipients 



4 social
media posts to
230,000+
followers

113 adjacent
stakeholders
visited



Public Outreach Efforts



1,000+ total
conversations



360 unique
comments
submitted



87 door-to-door
surveys completed



CONCEPT DESIGN (30%)

Preferred Alignment



NW 54TH STREET

Existing (NW 54th)



Existing (NW 54th)



NW 54th – Input and Changes

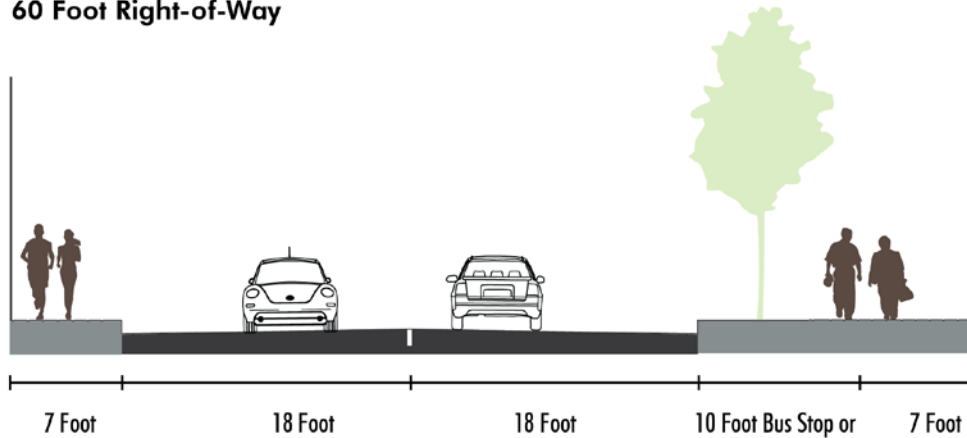
- **Maintain charter bus/metro layover parking spaces in front of the Locks**
 - This was shown as being removed in the FEIS design, but has been maintained in the 30% design.
- **Maintain 10' wide parking lane on north side of Market between 54th and 28th for Metro bus layover**
 - FEIS design had 8' parking lane, 30% design includes 10' parking lane.

NW 54th St – Plan/Section Location

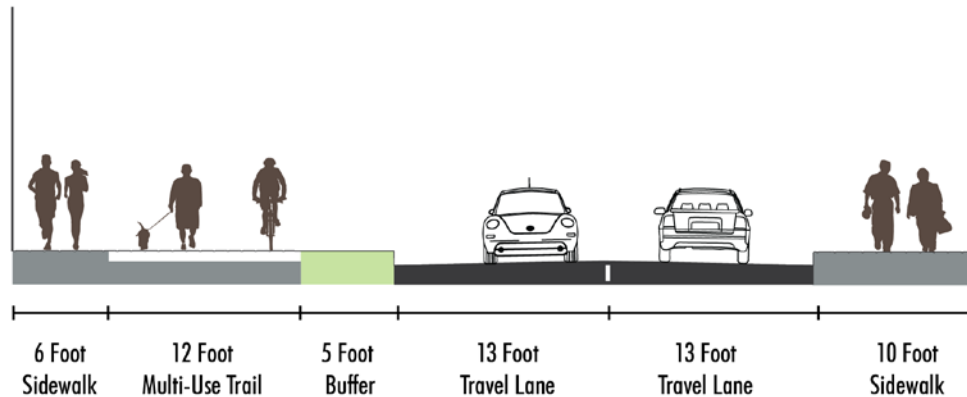


NW 54th - Section

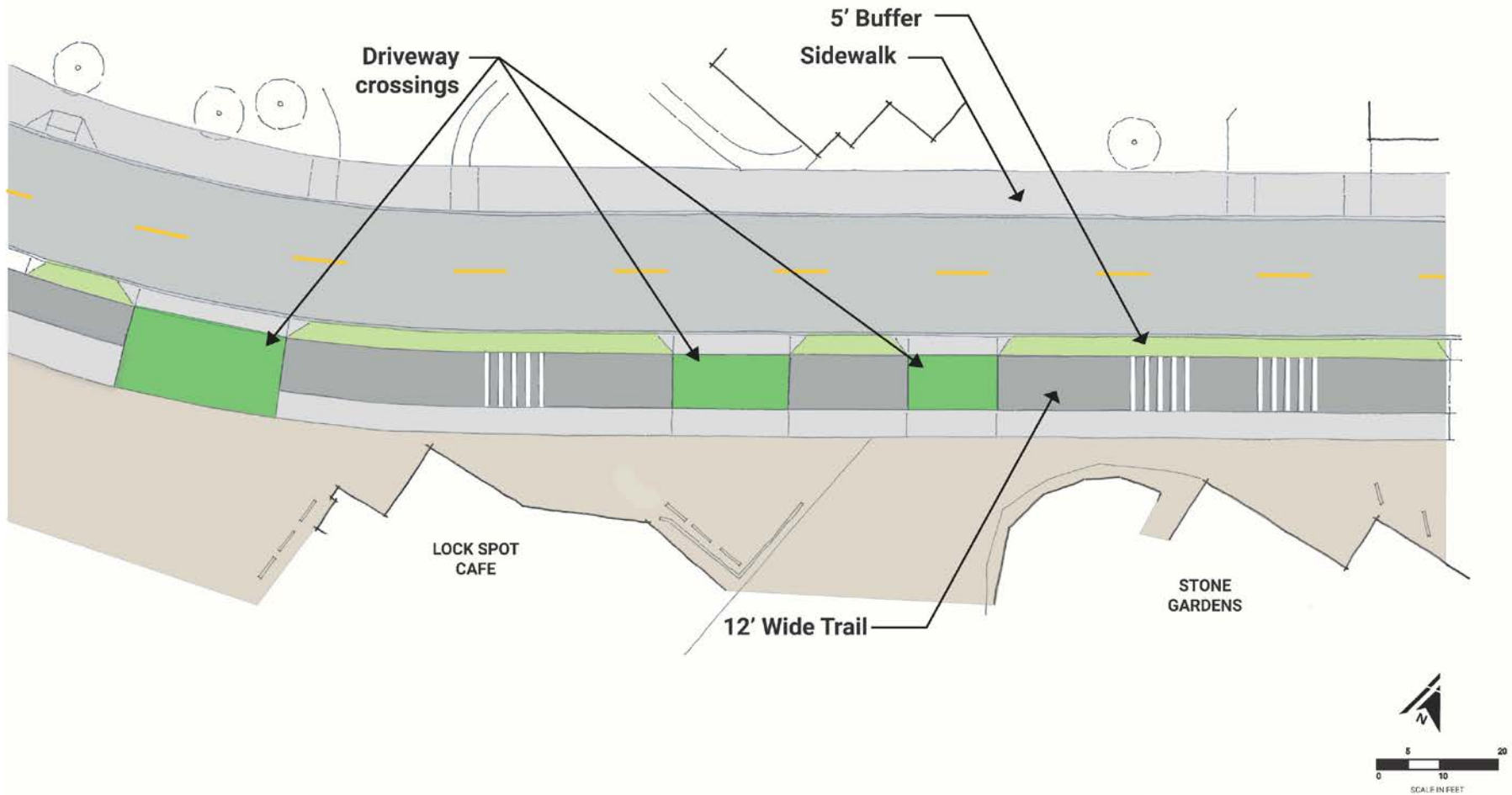
Existing Conditions
NW 54th St Cross Section
60 Foot Right-of-Way



Missing Link Proposed Condition
NW 54th St Cross Section
60 Foot Right-of-Way



NW 54th - Plan



NW MARKET STREET

Existing (Market St)



Market St – Input And Changes

- **Add westbound left turn lane at Market/28th with protected signal phase**
 - Included in 30% design
- **Coordinate design/construction with the Nordic Heritage Museum (NHM)**
 - Weekly meetings with the Nordic since June 2017, interim and final conditions included in the Nordic SIP and 30% BGT design
- **Use concrete instead of asphalt for Market St trail**
 - Included in 30% design, internal discussion ongoing

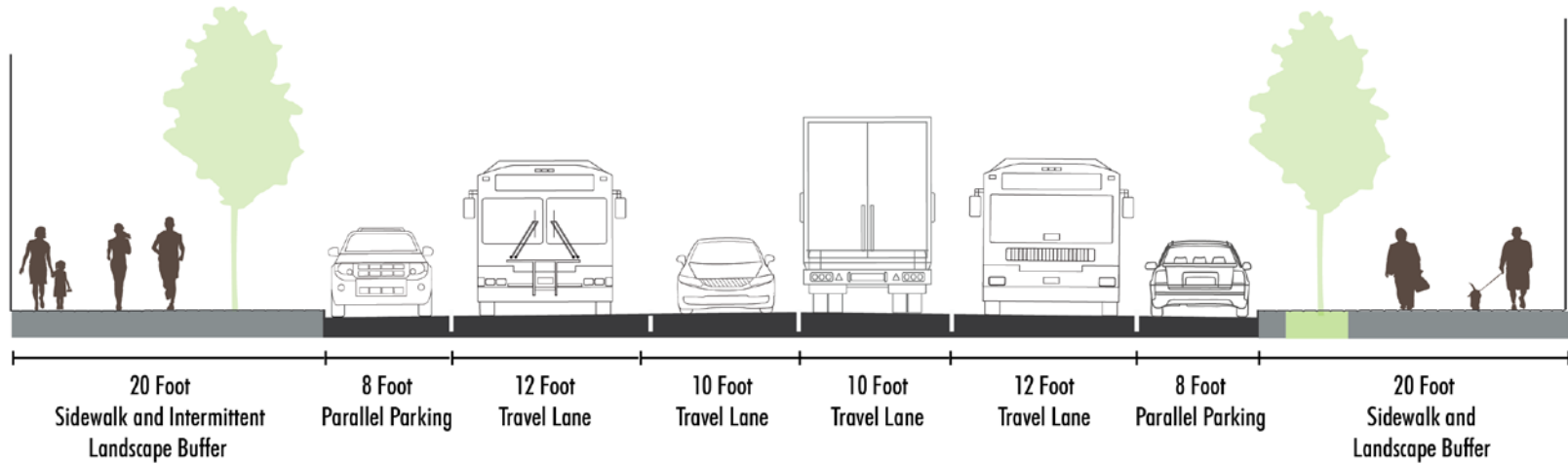


Market St – Plan/Section Location

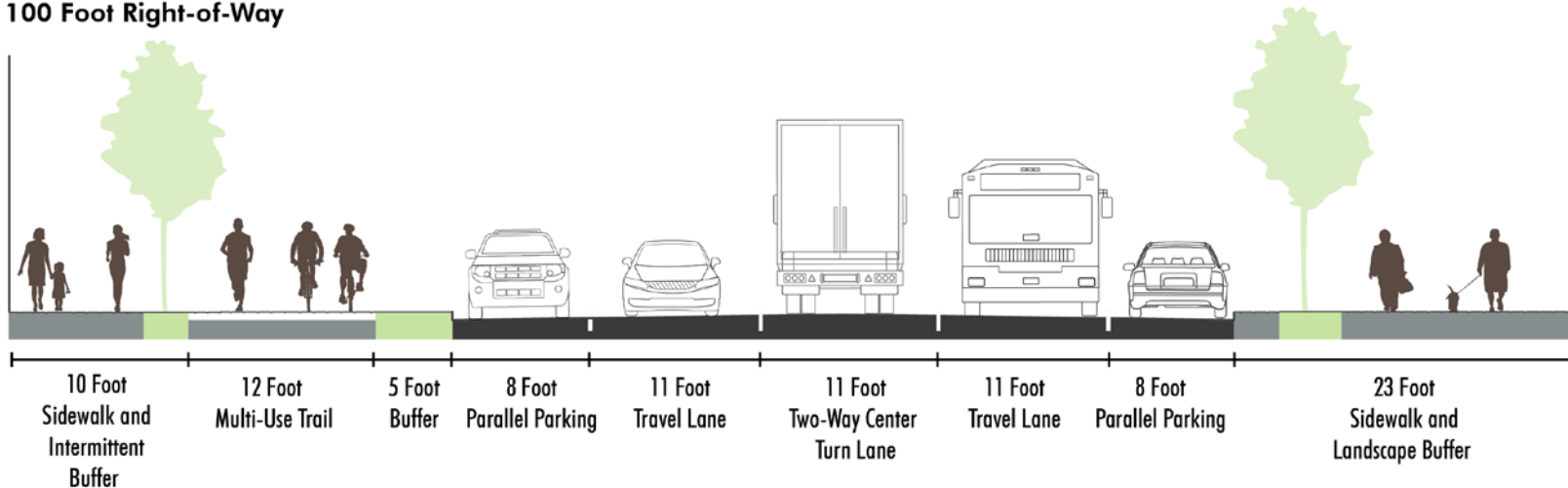


Market St - Section

Existing Conditions
NW Market St Cross Section
100 Foot Right-of-Way



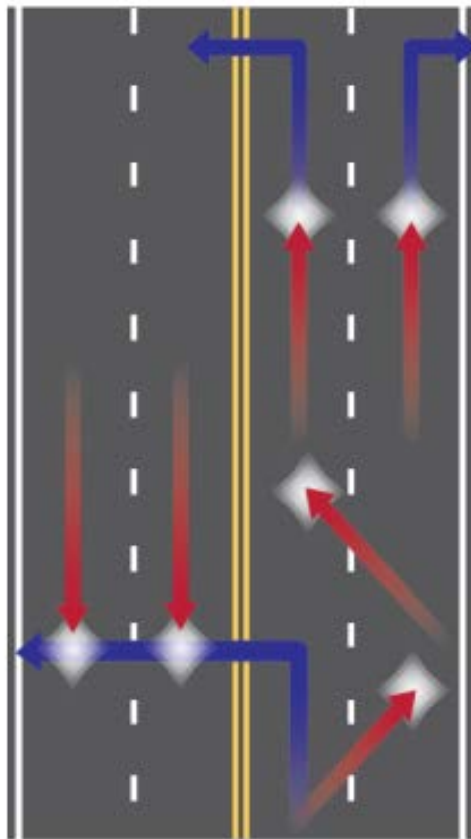
Missing Link Proposed Condition
NW Market St Cross Section
100 Foot Right-of-Way



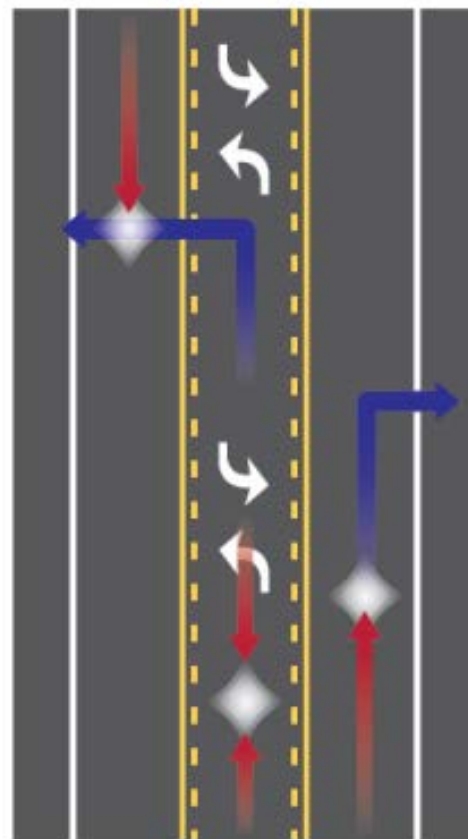
Road Re-channelization

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%
Fautleroy 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-chan (Nickerson)



BEFORE



AFTER

Road Re-chan (Stone Way)

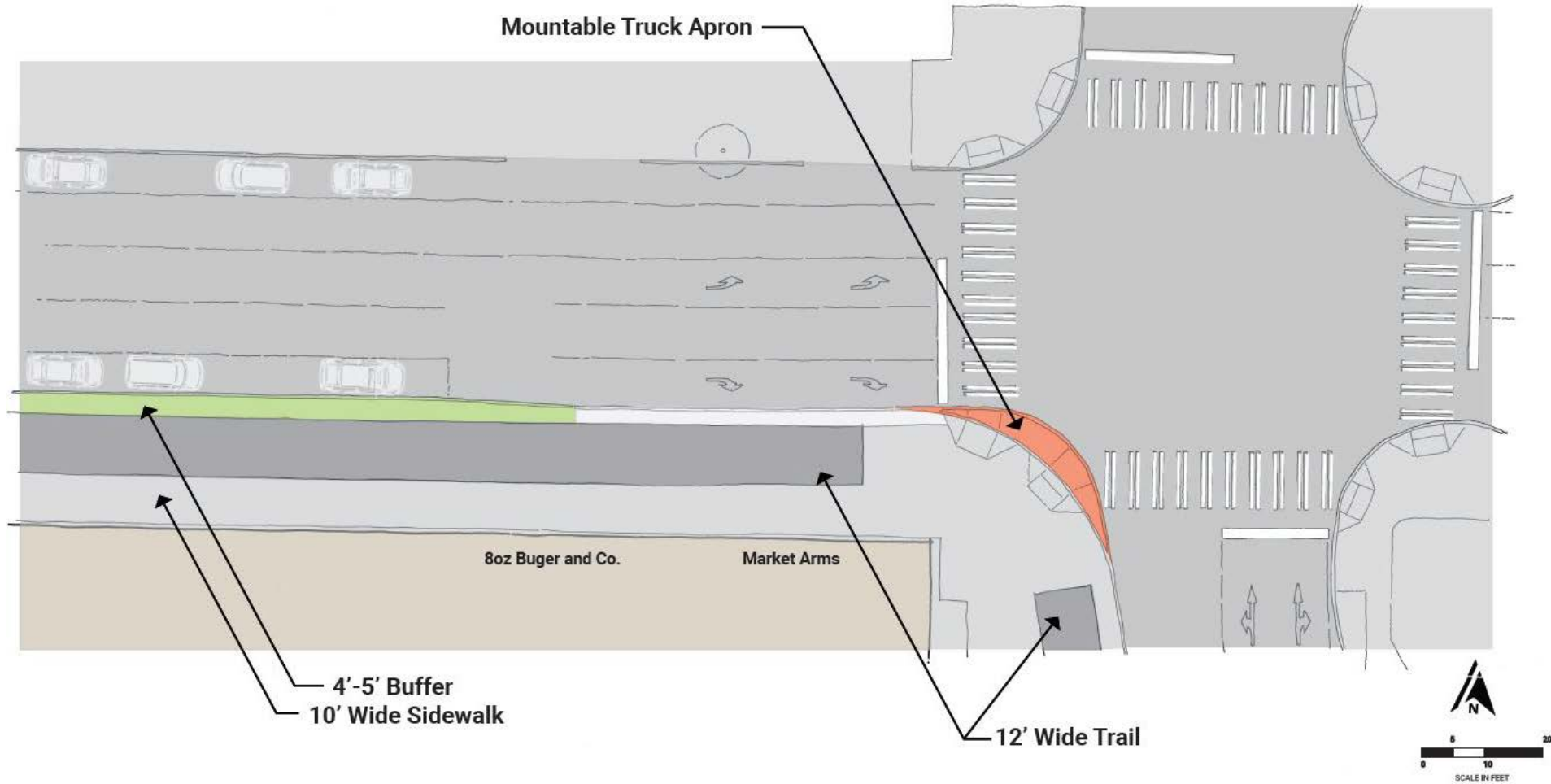
BEFORE



AFTER



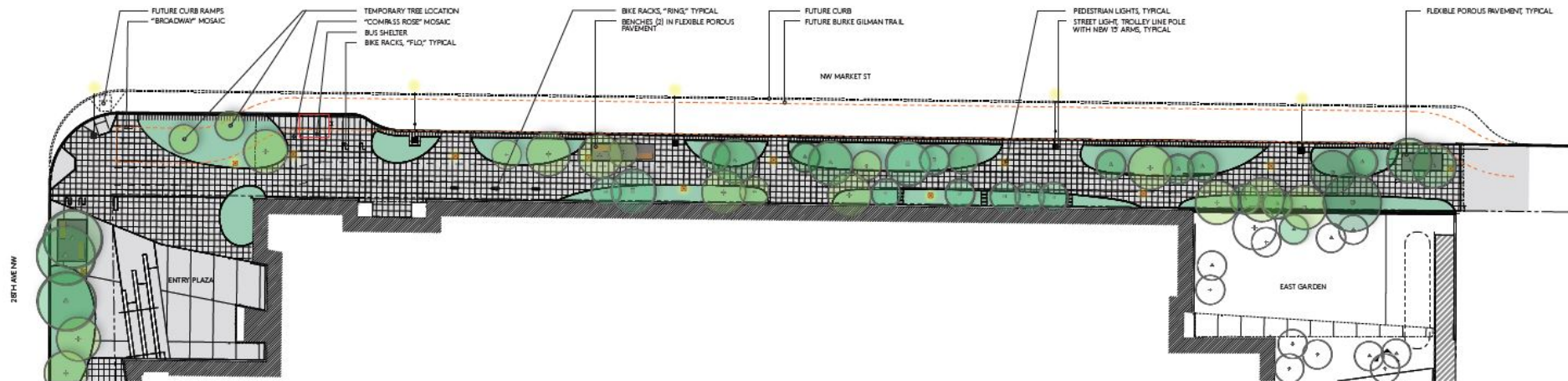
Market St - Plan



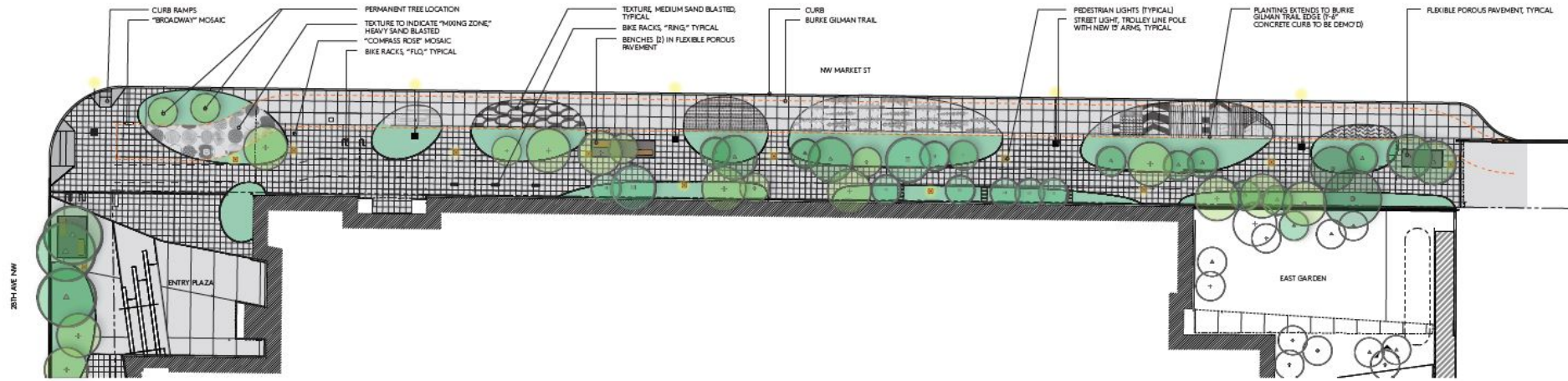
Mountable Curbs



Nordic Heritage Museum



SIP ADDENDUM - INTERIM CONDITION



BURKE GILMAN TRAIL BUILD OUT

Paving Alternatives



SHILSHOLE AVE NW

Existing (Shilshole Ave NW)



Existing (Shilshole Ave NW)



Shilshole – Input and Changes

- **Maximize parking along Shilshole**
 - Added striping for parking on north side of Shilshole to maximize number of parking space and better enforce driveways and loading zones
 - Confirmation that SDOT will allow unregulated parking south of the trail to remain unregulated
 - Approximately 20 stalls added on the 54th extension plan
- **Add signal and west leg to intersection of Shilshole and Vernon** to accommodate future development of Stimson Marina
 - Included in 30% design. New signals should increase frequency of gaps in traffic and improve ability for trucks to enter/exit driveways.
- **Improve safety at Shilshole driveways**
 - Included 8 flashing LED warning signs for trail users at key locations along Shilshole in 30% design. Locations and method of triggering signs (options include, manual remote, motion activated, bollards, etc.) to be studied further in 60% design

Shilshole – Input and Changes

- **Improve safety at Shilshole/24th**
 - 30% design includes an option to close 24th and build a new roadway along the rail line (“54th extension”). Still studying WB67 movements or reroutes.
- **Improve rail crossing for bicyclists**
 - Added fencing and widened trail at the crossing
- **Maintain staging and parking space**
 - 20’ – 30’ of ROW will be unused and unregulated on the south side of Shilshole between approximately Vernon and 46th. This space can continue to be used for staging, loading, and/or parking.
- **Avoid drainage impacts to property owners**
 - Trail will drain toward the street and runoff will be captured in SPU managed storm drains.

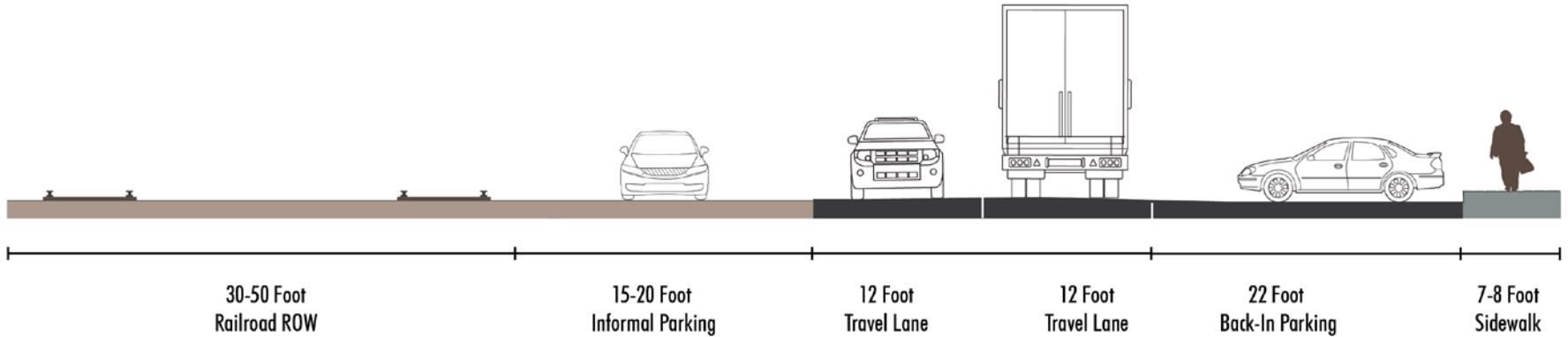


Shilshole – Plan/Section Location

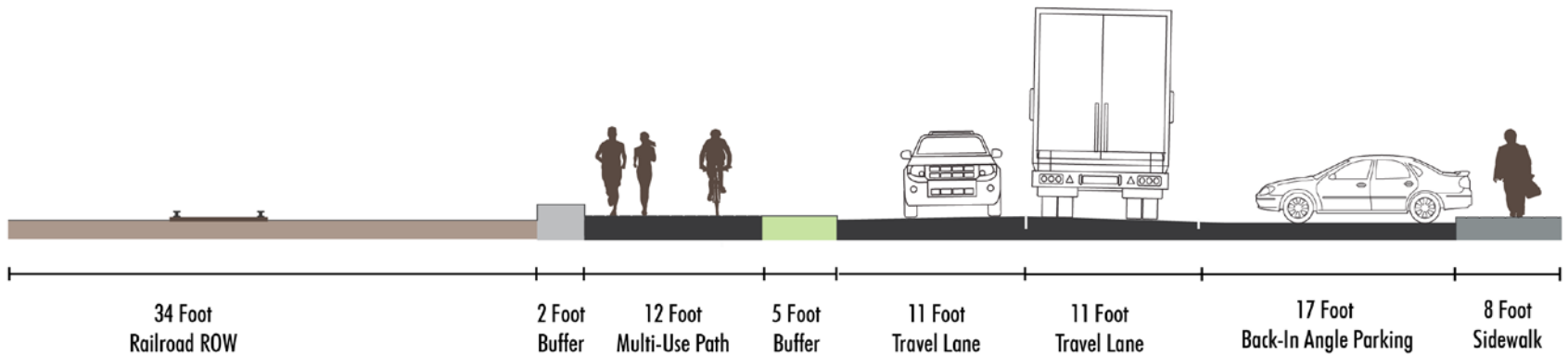


Shilshole - Section

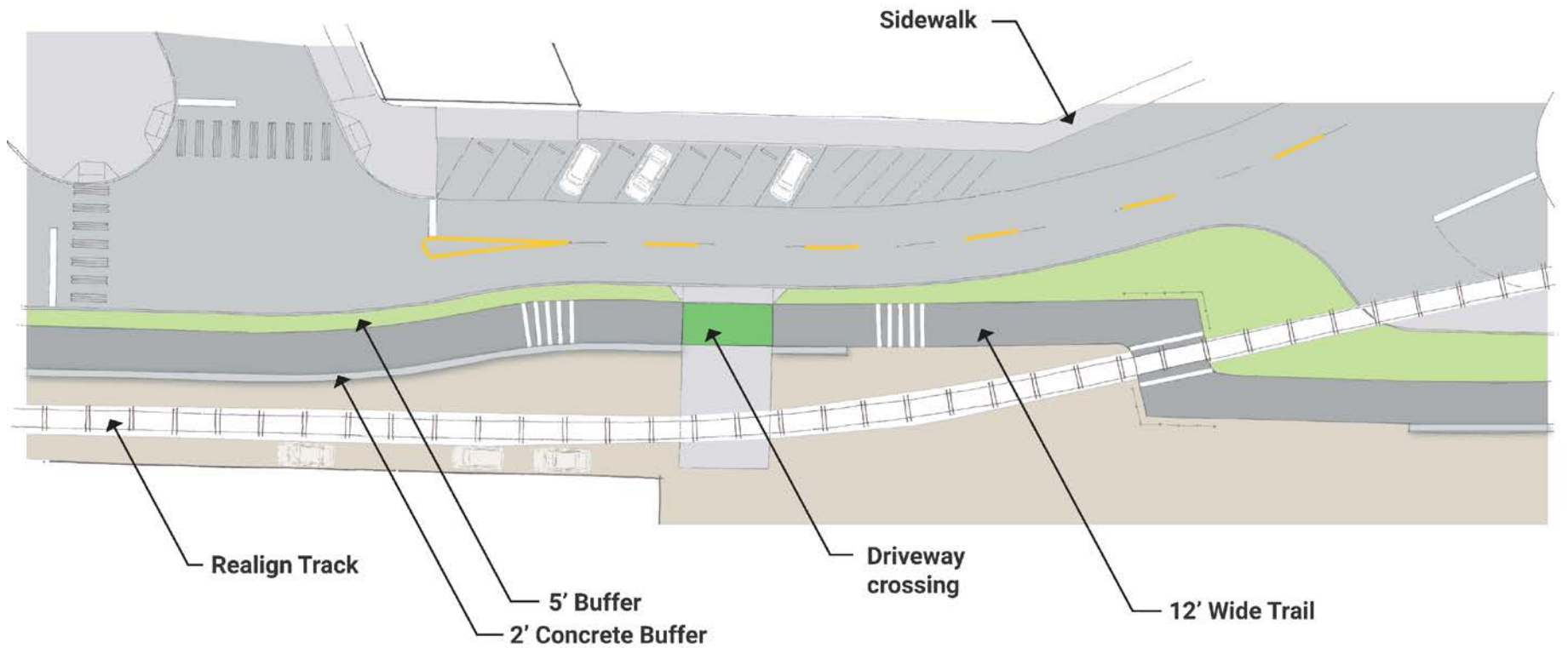
Existing Conditions
Shilshole Ave NW Cross Section
110 Foot Right-of-Way



Missing Link Proposed Condition
Shilshole Ave NW Cross Section
100 Foot Right-of-Way



Shilshole - Plan



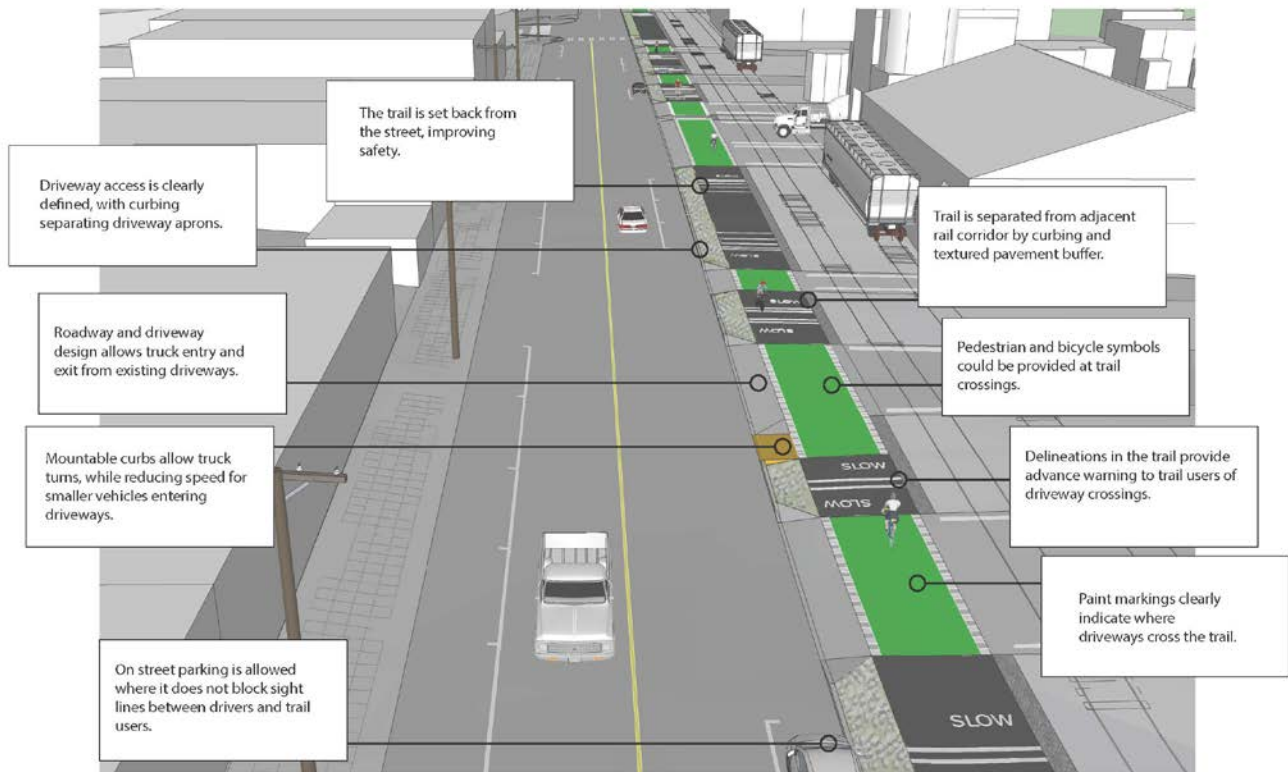
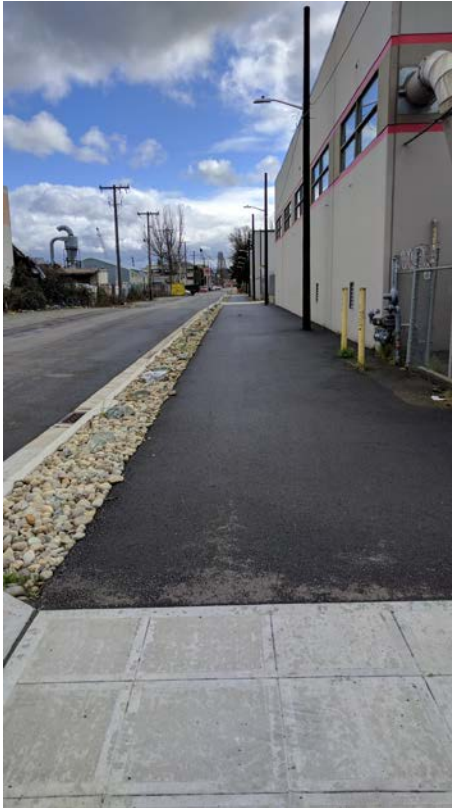
Buffer and Raised Trail



Existing (Shilshole Ave NW)

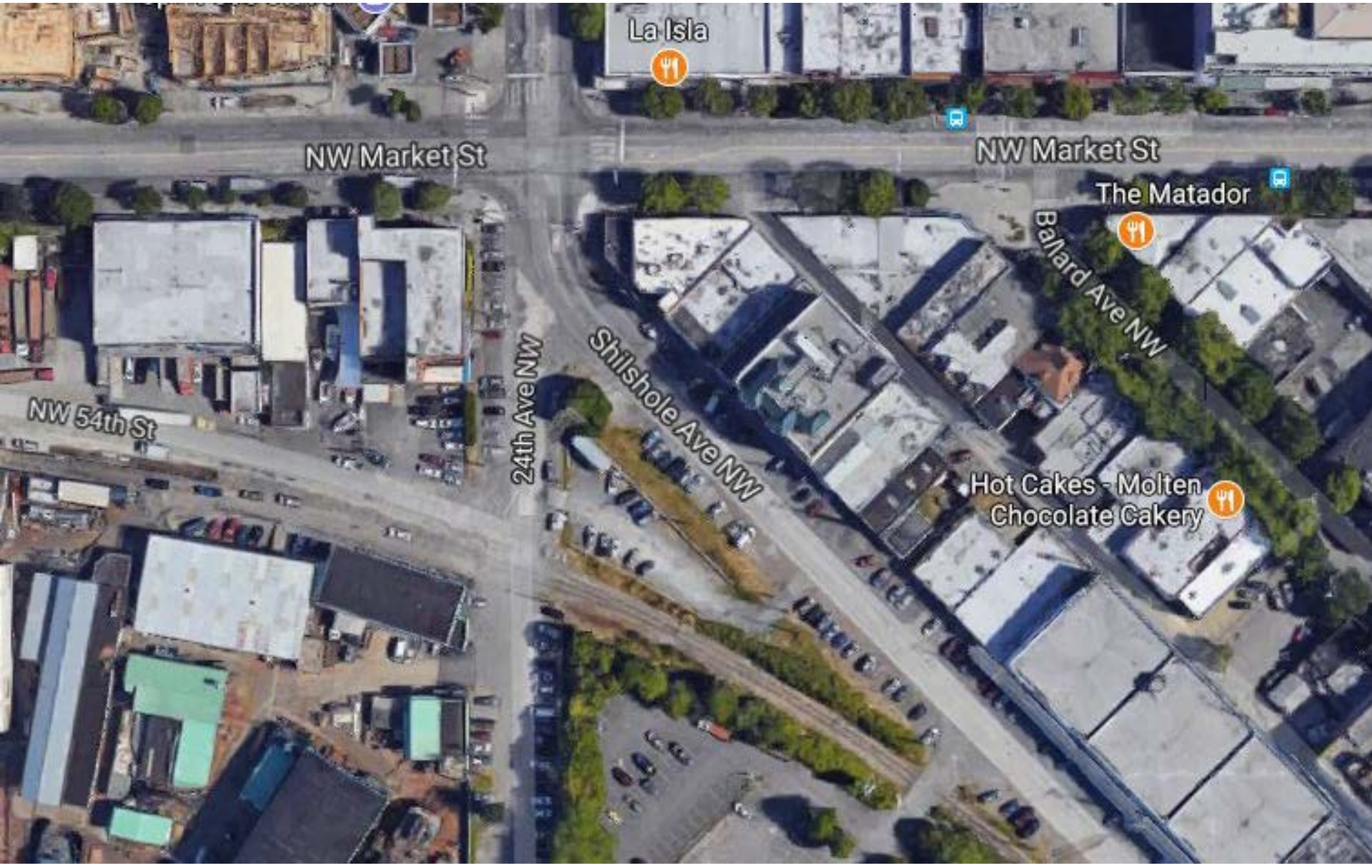


Buffer and Raised Trail



Note: Trail design treatments shown in this graphic are illustrative only, and are intended to show one or more potential options. The final design for the trail may differ from the illustration.

Shilshole / 24th - Existing



Shilshole / 24th Existing



NW 54th Existing



NW 54th Extension Proposed



NW 45TH STREET

Existing (NW 45th)



Existing (NW 45th)



Existing (NW 45th)



Existing (NW 45th)



NW 45th – Input and Changes

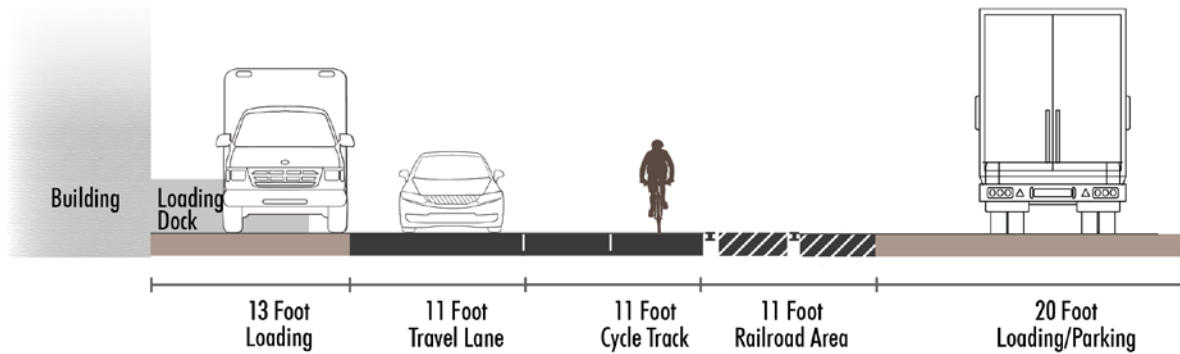
- **Increase lane width on 45th to 11 feet** to accommodate larger trucks
 - All lanes shown as 11 feet wide in the 30% design
- **Retain loading access for properties on the south side of NW 45th between 11th-14th**
 - Locking docks and access points are not impacted in 30% design. Route and movement of trucks entering / exiting loading dock to be discussed further during 60% design.
- **Maintain 4-way stop at 45th/11th**
 - Maintained in 30% design

NW 45th St – Plan/Section Location

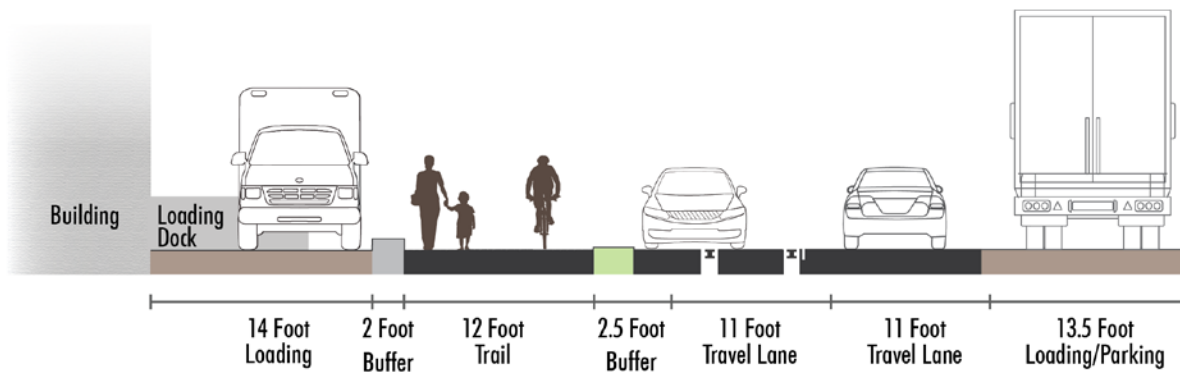


NW 45th - Section

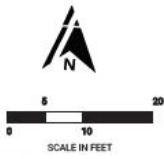
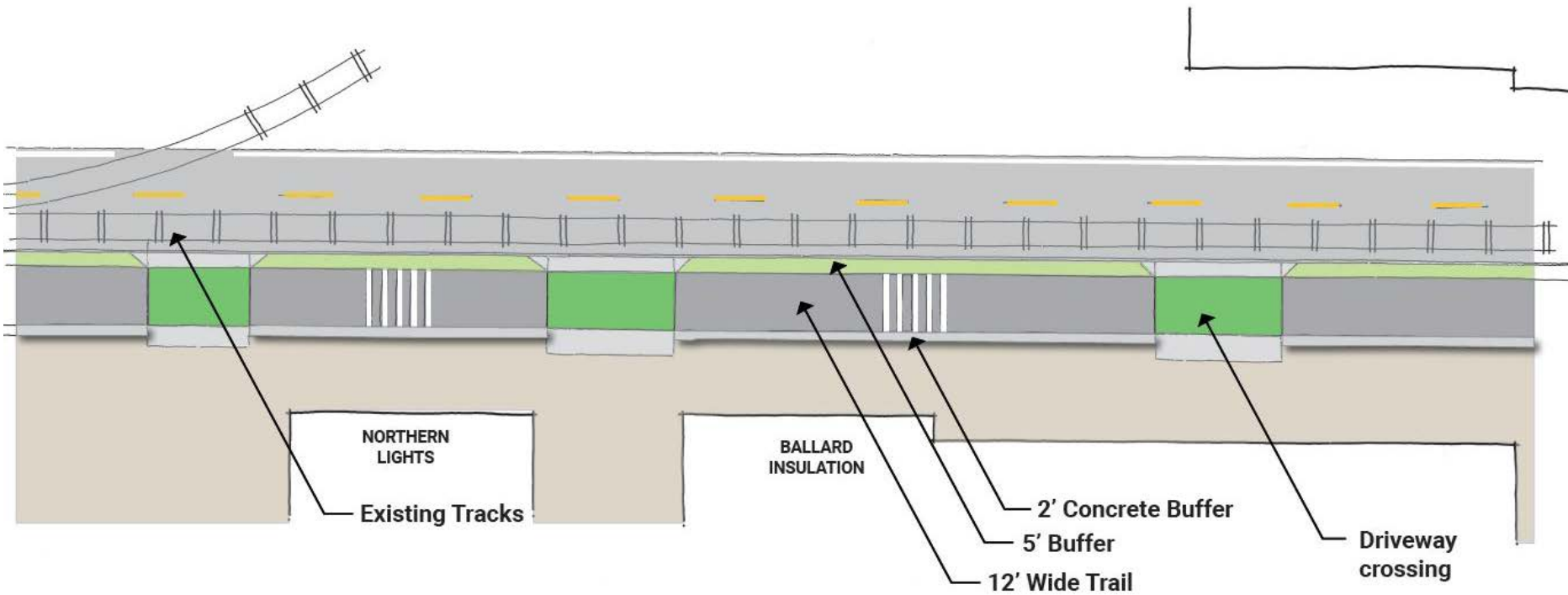
Existing Conditions
NW 45th St Cross Section
66 Foot Right-of-Way



Missing Link Proposed Condition
NW 45th St Cross Section
66 Foot Right-of-Way



NW 45th - Plan



FULL CORRIDOR

Corridor Wide - Input and Changes

- **Extend 30% design** to allow for 3 segment workshops, a public meeting, and the DAC walking tour to occur within this phase. (DAC)
- **Run AutoTURN analyses for WB67 vehicles at various driveways**
 - We have completed the AutoTURN analyses for all of the locations and movements that were requested. During 60% design, we will refine driveway widths and length of mountable curbs outside driveways limits accordingly.
- **Apply for 1% art funding ASAP** (May 2017 DAC)
 - A kick off meeting was held with Office Arts and Culture in early July 2017 and confirmation of funding was received in late July 2017.
- **Coordinate with nearby bicycle amenities**
 - Met with Greenway Program Manager to discuss connections
 - Incorporating intersection improvements into 60% design
 - Considering all-walk at 24th/Market to connect to 24th bike lanes

Corridor Wide - Still in Progress

SEGMENT 1

- **Consider safety treatments at Market/26th**
- **Minimize impacts to Market Arms / 8oz Burger outdoor seating**
 - In order to maintain 6' clearance on the sidewalk the Market Arms fencing would need to be moved back 1 foot. The 8oz Burger fence would need to be moved back 2.5'-3' or removed.
- **Consider all-way walk phase at Market/24th** to improve bicycle and pedestrian connections
- **Consider reducing eastbound right turn lane queue length at Market/24th**

SEGMENT 2

- **Need for and potential locations of flashing LED signs.** If selected, need to determine trigger method (options include, manual remote, motion activated, bollards, etc.) to be studied further in 60% design.
- **"54th extension" WB67 movements, potential reroutes, and continued outreach**

SEGMENT 3

- **Address new frontage improvements in front of Seattle Maritime**

Signal Changes



Parking Concerns

- FEIS as a worst case scenario estimated at 344 parking stalls lost
- Initial counts on the 30% design show approximately **160 stalls lost** (less than half of the original estimate). This can still go up or down!
- We were able to gain stalls at the Ballard Locks, along the proposed NW 54th extension road, and along the north and south sides of Shilshole

Sustainability

- Improved pedestrian and bicycle accessibility
- Compliance with SEPA
- Stormwater management, reduction in runoff
- Potential use of planting in the buffer, which would reduce impervious area
- LED specified where lighting is proposed (more sustainable than traditional high-pressure sodium)
- MMA paint specified vs thermoplastic (plastic based)
- Construction efficiencies (NHM, SPU, Greenways)
- Pollution prevention plan (TESC)

SCHEDULE AND BUDGET

Schedule

2017-2019 project milestones

Concept Design (30%): Late July 2017

Schematic Design (60%): Mid-September 2017

Design Development (90%): Early November 2017

Construction Documents (100%): Late December 2017

Construction: May 2018 - May 2019

Budget



COMPLETED EXTENSION PROJECTS	\$ 15.9M
1 Golden Gardens Park to 60th	\$ 4.7M
2 60th to Ballard Locks	\$ 3.4M
3 Locks to 11th (Prior Missing Link design)	\$ 4.8M
4 11th to 8th	\$ 2.4M
Misc Corridor Improvements	\$ 0.6M
CURRENT EXTENSION PROJECTS	\$ 15.0M
Environmental Impact Statement	\$ 2.5M
5 Locks to 11th (Current Missing Link design)	\$12.5M
TRAIL EXTENSION (ALL)	\$30.9M

ADJACENT PROJECTS

Seattle RapidRide 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.



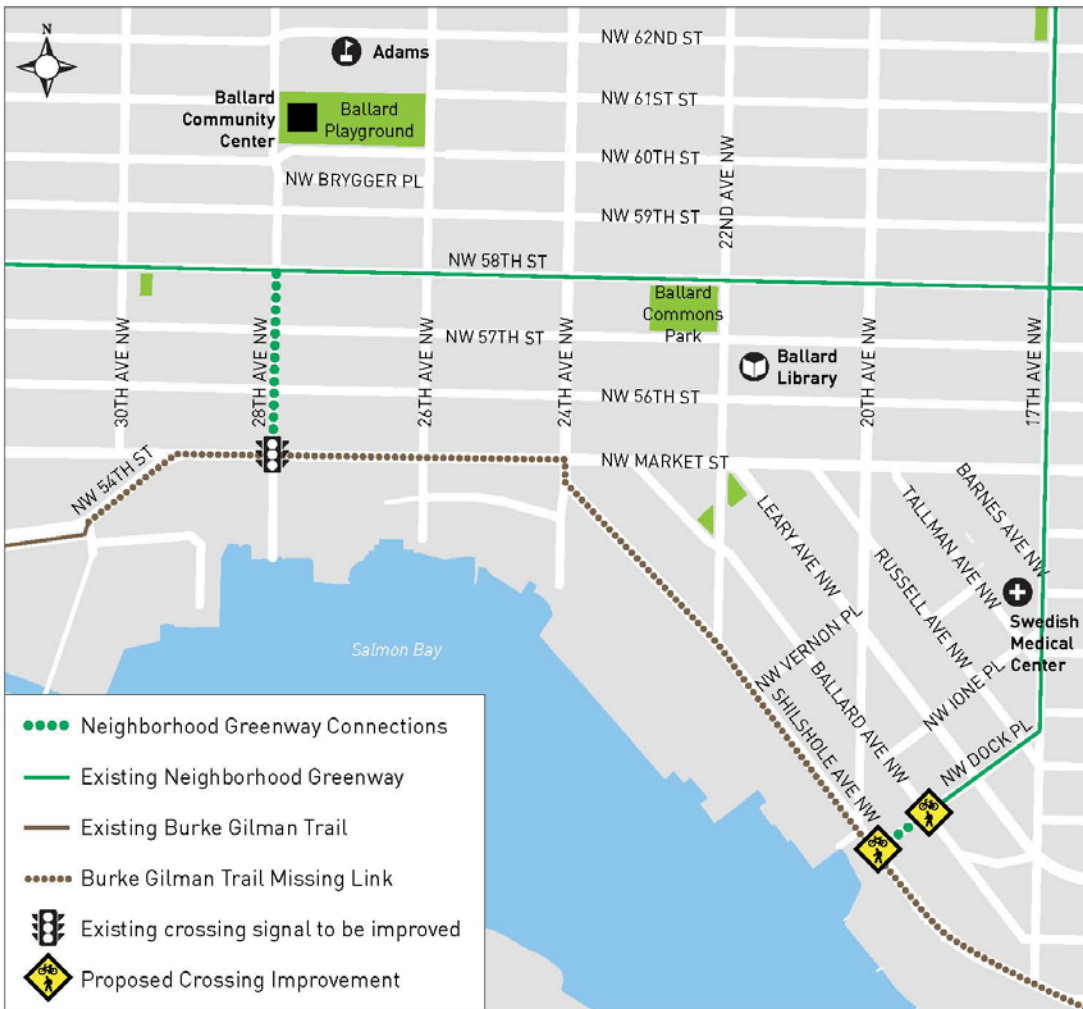
LINE OPENING PRELIMINARY TIMELINE

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

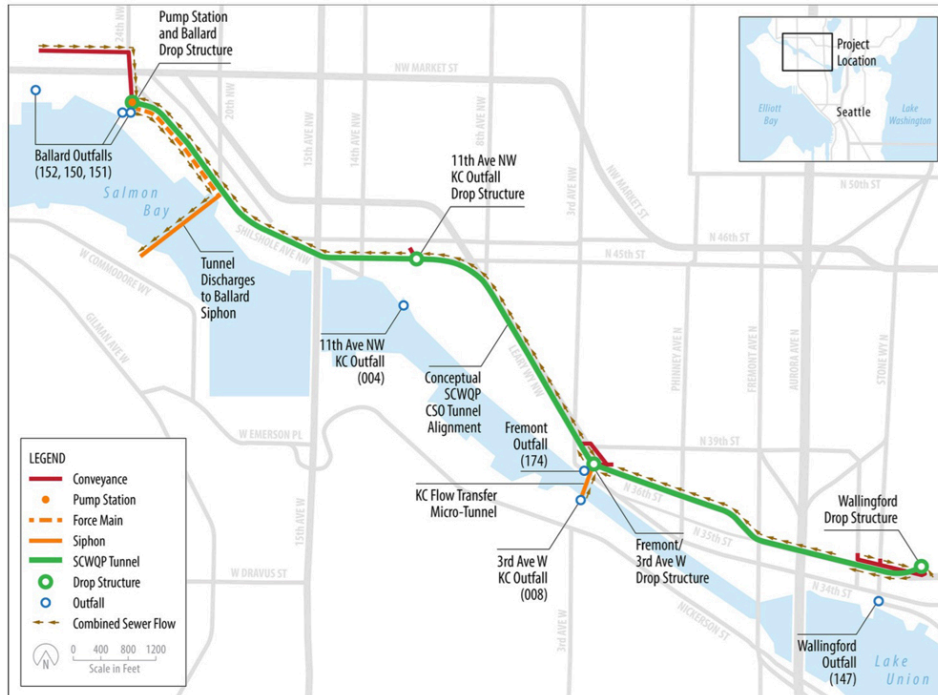
Bicycle Connections



Greenway Improvements



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

1% for the Arts

1% for the Arts

- Funding approval granted from the Public Arts Advisory Committee (late July)
- Artist selection process is underway (led by SDOT Art Manager, Kristen Ramirez)
- Early ideas: Wave Rave Cave relocation, creative industrial signage, buffer improvements, Calypso



QUESTIONS?

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www.seattle.gov/transportation/BGT_MissingLink.htm