

Burke-Gilman Trail Missing Link Project



The Levy to
MOVE SEATTLE


**Design Advisory Committee Meeting
#5**

August 17, 2017



Seattle
Department of
Transportation

Agenda

Time	Item
2:30 – 2:45 p.m.	Introductions
2:45 – 3:10 p.m.	Corridor-wide Updates
3:10 – 3:35 p.m.	Design Updates
3:35 – 4:05 p.m.	Design Treatment Considerations
4:05 – 4:10 p.m.	Public Comment
4:10 – 4:30 p.m.	Wrap Up and Next Steps
4:30 p.m.	Adjourn

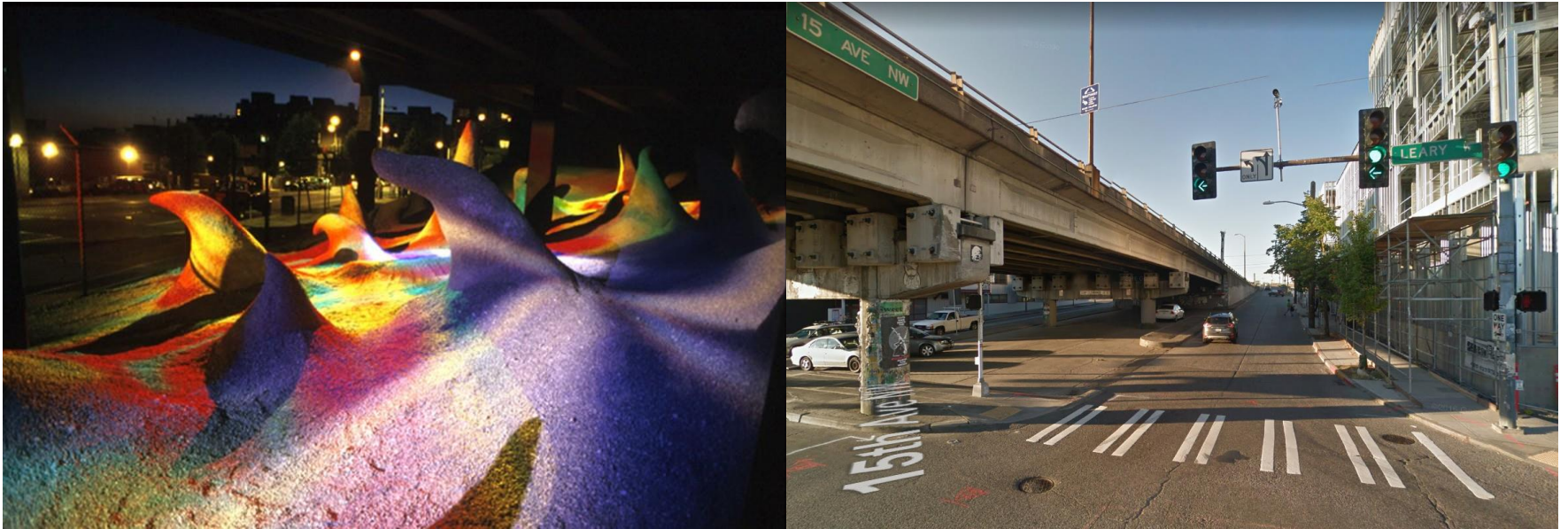


Corridor-wide Updates



1% for the Arts Update

- Funding approval granted from the PAAC (late July)
- Artist selection process is underway (led by SDOT art manager)
- Early ideas: Wave Rave Cave Relocation, Creative industrial signage, Buffer zone improvement, Calypso



Wave Rave Cave and Ballard Bridge at Leary Ave

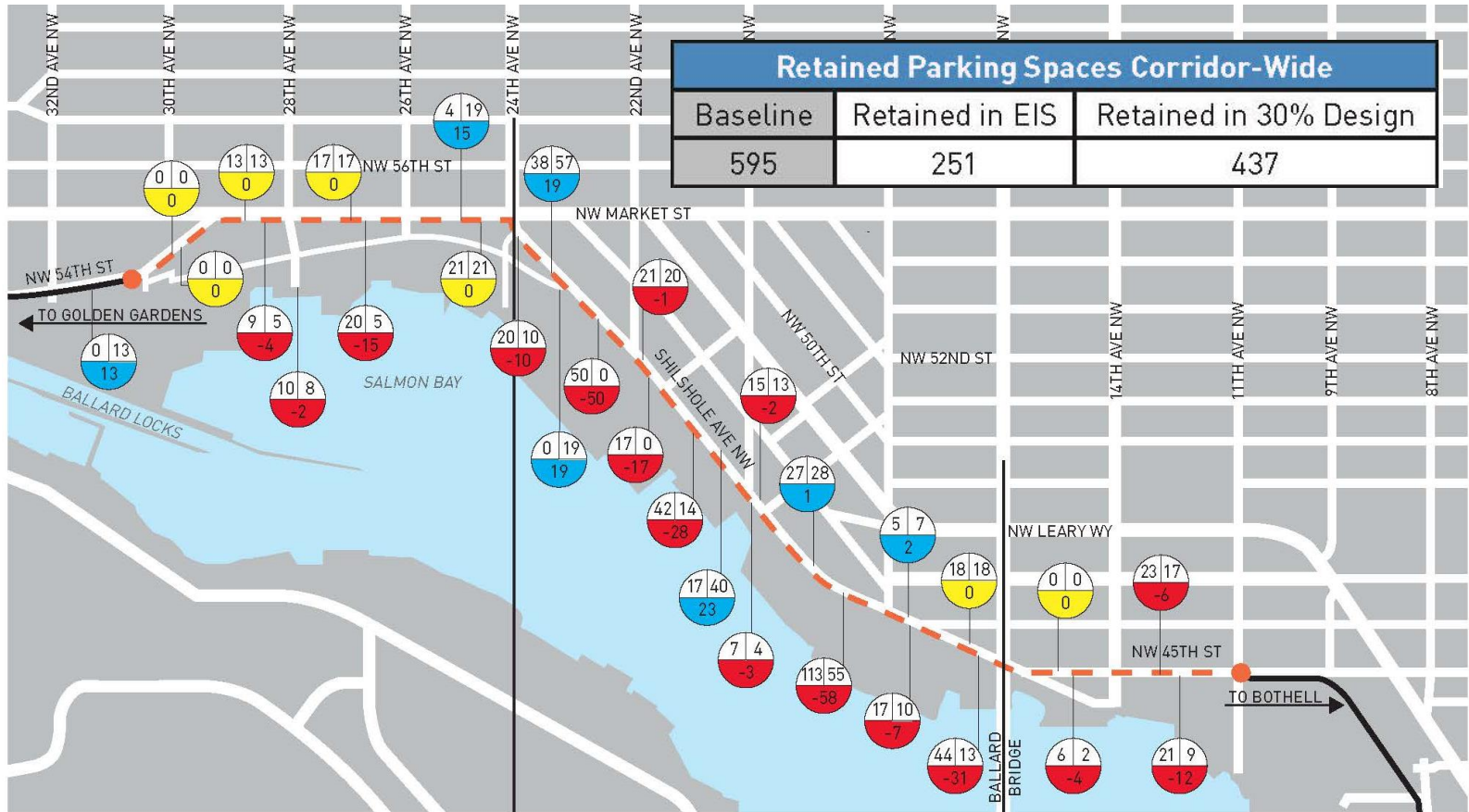
Outreach and Design Considerations: People with Disabilities

- ADA Standards
- Mark Adreon
 - Co-chair of Seattle's Commission for People with Disabilities
 - WA State Department of Services for the Blind

Signals

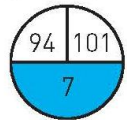


Corridor-wide Parking Counts



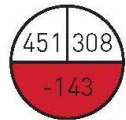
Retained Parking Spaces Corridor-Wide		
Baseline	Retained in EIS	Retained in 30% Design
595	251	437

SEGMENT 1



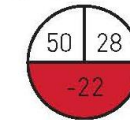
Parking Spaces		
Baseline	30% Design	Change
94	101	+7

SEGMENT 2



Parking Spaces		
Baseline	30% Design	Change
451	308	-143

SEGMENT 3



Parking Spaces		
Baseline	30% Design	Change
50	28	-22

KEY

- Retained in EIS
- Retained in 30% Design
- Change
- Red = loss
- Yellow = no change
- Blue = gain

City Parking Management

SDOT	On-street parking, e-Park, parking policies
SDCI	Land use regulations, parking requirements
FAS	Commercial Parking Tax, parking facility regulations and licenses
SPD	On-street parking enforcement
SMC	Parking ticket adjudication
OED	Business district awareness, BIAs

ROW and Functions



**ACCESS FOR
COMMERCE**



**ACCESS FOR
PEOPLE**



ACTIVATION



GREENING



MOBILITY



STORAGE



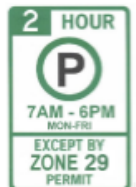



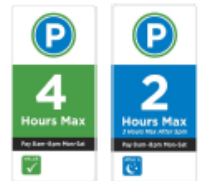




Seattle Priorities for Curb/Flex Zone

Priorities for Right-of-Way “Flex Zone” by Predominant Use of Area

Commercial/Mixed-Use Areas	Industrial Areas	Residential Areas
Modal plan priorities	Modal plan priorities	Modal plan priorities
Access for commerce	Access for commerce	Access for people
Access for people	Access for people	Access for commerce
Activation	Storage	Greening
Greening	Activation	Storage
Storage	Greening	Activation

Parking Management Tools

-  Residential
-  Small Office/Industrial
-  Small Commercial
-  Medium/High Density Commercial or Residential

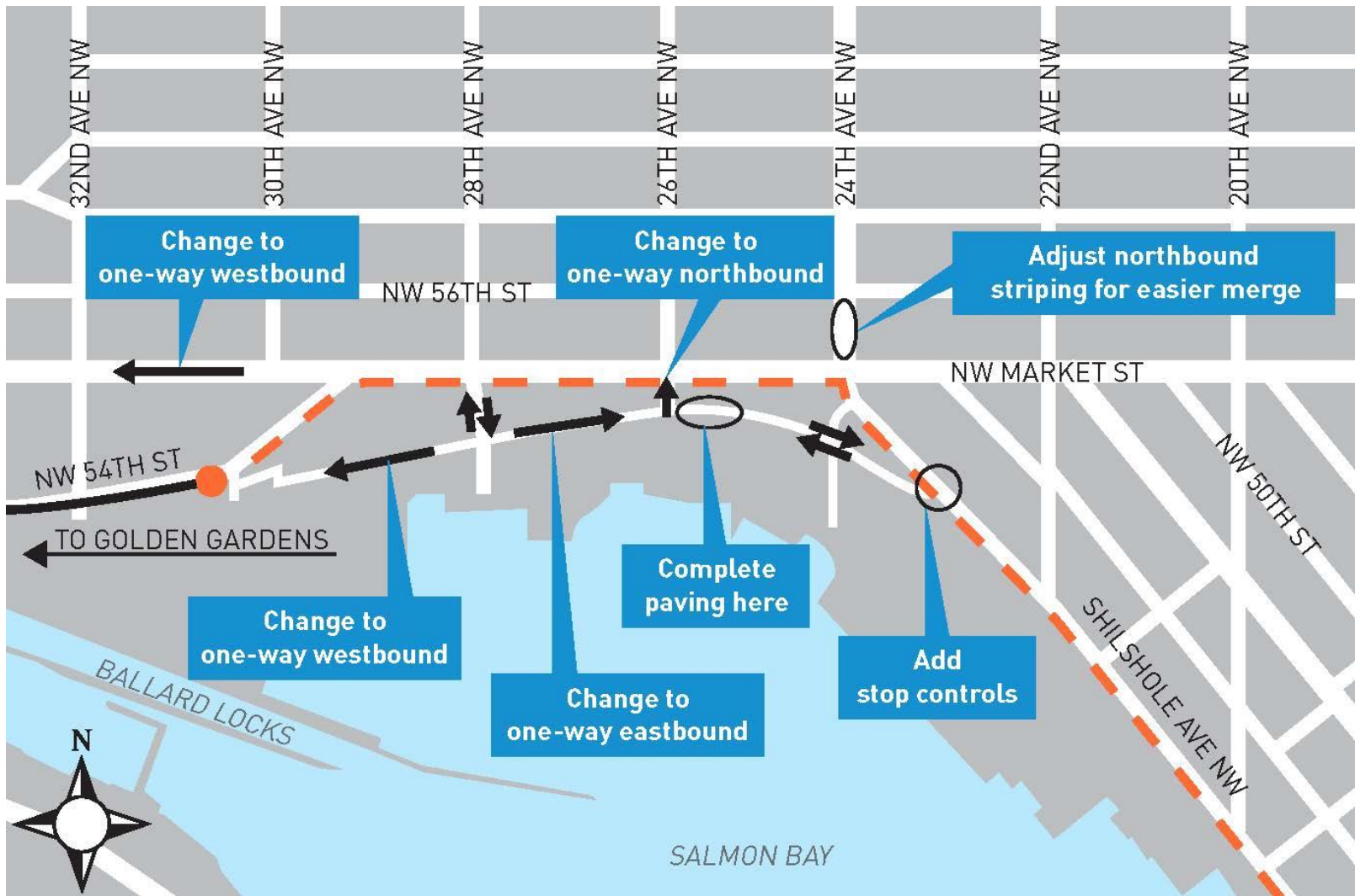
Parking Type	Typical Area of Use	Limits/Rules
Unrestricted Parking		72-hour citywide parking limit
Restricted Parking Zone (RPZ)		Rules vary by zone 
Unpaid Time Limits		
Paid Parking with Time Limits		
Passenger and General Load Zones		
Commercial Vehicle and Truck Load Zones		

Design Updates



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West End of Alignment Meeting Input



Daily Driveway Traffic Volumes

ID	Driveway Location	Total Number of Vehicles			Vehicle Classification					
					Small			Medium / Large		
		In	Out	Total	In	Out	Total	In	Out	Total
1	NW 54 th St/Ballard Locks	300	210	510	285	195	480	15	15	30
7	Shilshole Ave NW/Stimson Marina	475	505	980	455	485	940	20	20	40
8	Shilshole Ave NW/Salmon Bay Center	435	405	840	425	395	820	10	10	20
9	Shilshole Ave NW/Salmon Bay Sand and Gravel	125	135	260	50	55	105	75	80	155
10	Shilshole Ave NW/Covich Williams	40	30	70	20	20	40	20	10	30
11	Shilshole Ave NW/Salmon Bay Café	150	130	280	135	125	260	15	5	20
12	Shilshole Ave NW/Hatton Marine/Ballard Mill Marina	185	200	385	175	190	365	10	10	20
13	Shilshole Ave NW/CSR Marine	155	165	320	140	145	285	15	20	35
14	NW 45 th St/Ballard Insulation	65	30	95	55	20	75	10	10	20
15	NE 45 th /Dovetail General Contractors	110	140	250	100	120	220	10	20	30
16	NW 54 th St/Triad Ballard Development	170	105	275	160	105	265	10	0	10
17	NW 54 th St/Trident Seafood Retail	195	230	425	185	225	410	10	5	15

Final EIS: Transportation Discipline Report
 Study Area Daily Driveway Traffic Volumes (Nov. 2016, Dec. 2016, Feb. 2017)

Proposed LED Signs on Shilshole Ave NW

SALMON BAY SAND AND GRAVEL

COVICH WILLIAMS

SAGSTAD MARINA

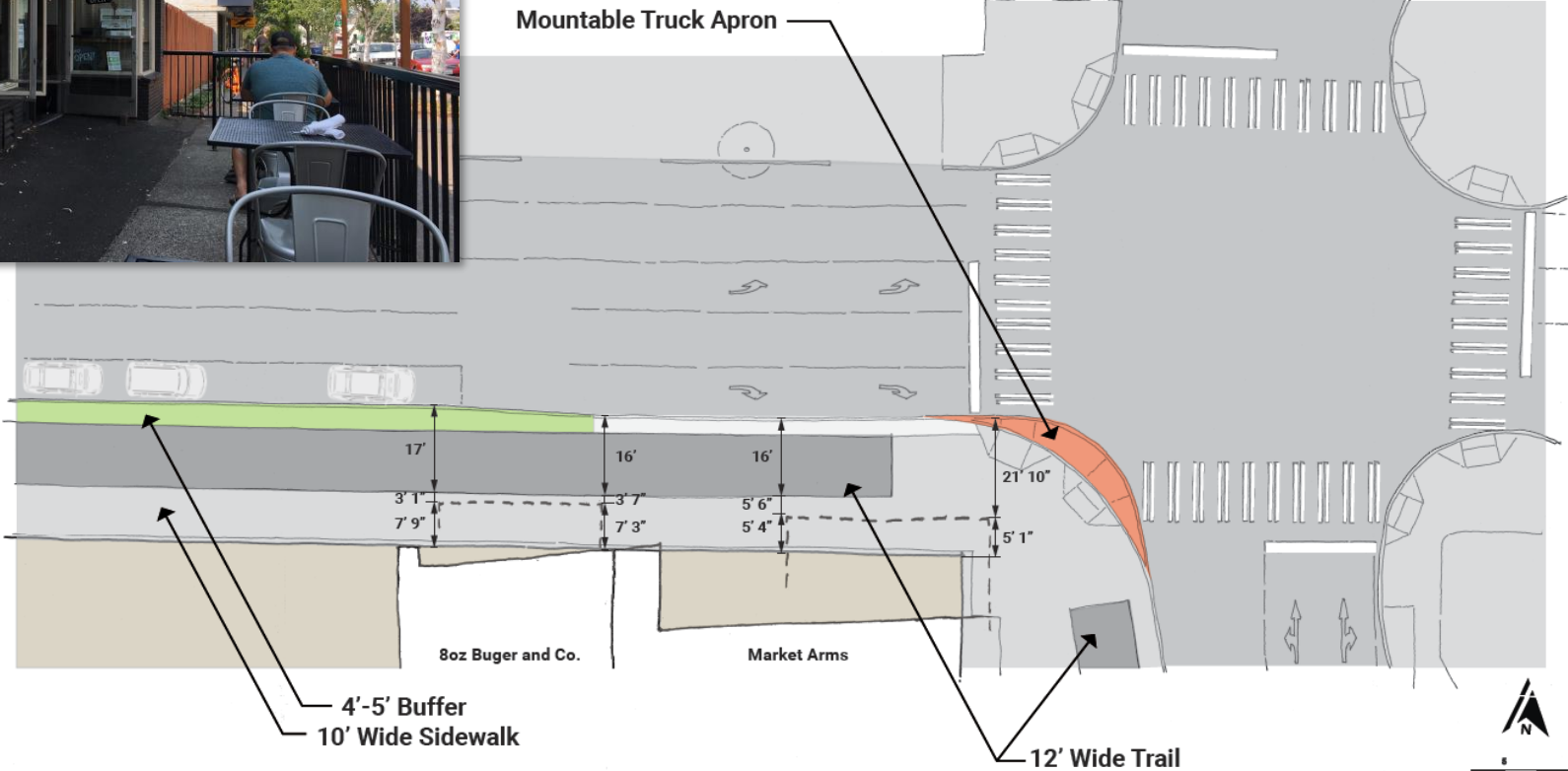
SALMON BAY CAFE

HATTON MARINE



NW Market St Sidewalk Seating

8oz Burger Co. sidewalk seating



Paving Treatment Options



Delineator options



University of Washington example

Trail Maintenance Responsibilities

(limits are approximate)



Briefing Outcomes and Feedback

- **Seattle Design Commission (8/3)**
 - Unanimously approved 30% design
 - Recommended that the team further study:
 - More landscaping and refuge on Shilshole
 - Further study at 24th/Market mixing zone
 - Trail Amenities
- **Ballard Ave Landmark District Board (8/10)**
 - Parking concerns
 - Requested more landscaping

Landscaping Options and Impacts



Additional Design Updates

- Additional modeling for truck turning
- Segment 3 trail placement and parking



Design Treatment Considerations



Design Treatment Considerations

- Role of Independent Design Advisor
 - Obtain understanding of challenges
 - Provide independent research
 - Highlight best practices
 - Identify potential innovative ideas based on principles
 - Review plans
 - Develop strategies to reach agreement on resolution of corridor challenges

Topics To Cover

- Mixing Zone at 24th Street/Market Avenue
- 54th Street/Market Avenue Bus Stop
- Driveways
 - Priority determination
 - Trail yields or Trucks yield
 - Visibility
- Policies on Trucks
- Recommend Field Testing



Design Treatment Considerations

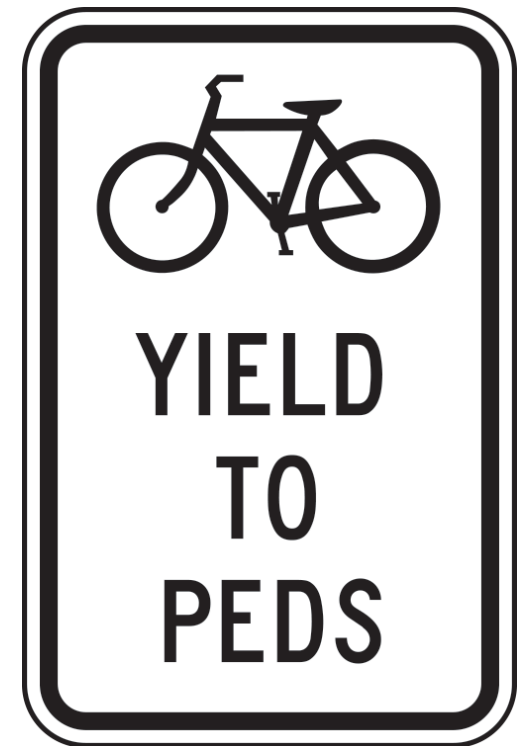
- 24th Street/Market Avenue Conflict Zone

→ Alert users to mixing area

- Texture
- Signing
- Marking

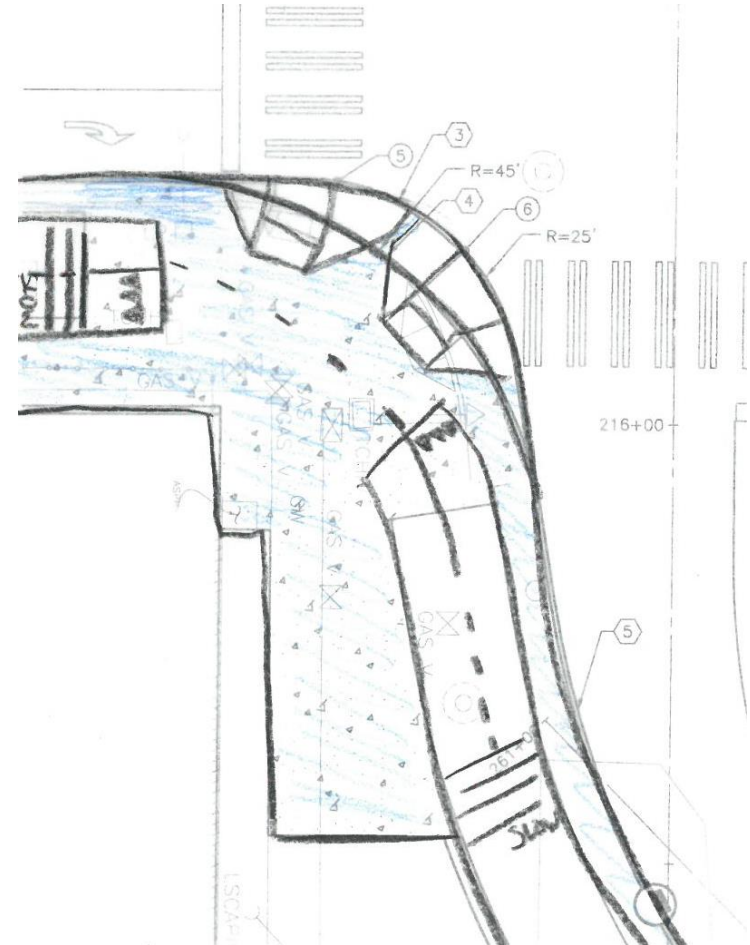
→ Pedestrian Prioritization

→ Maintain trail corridor



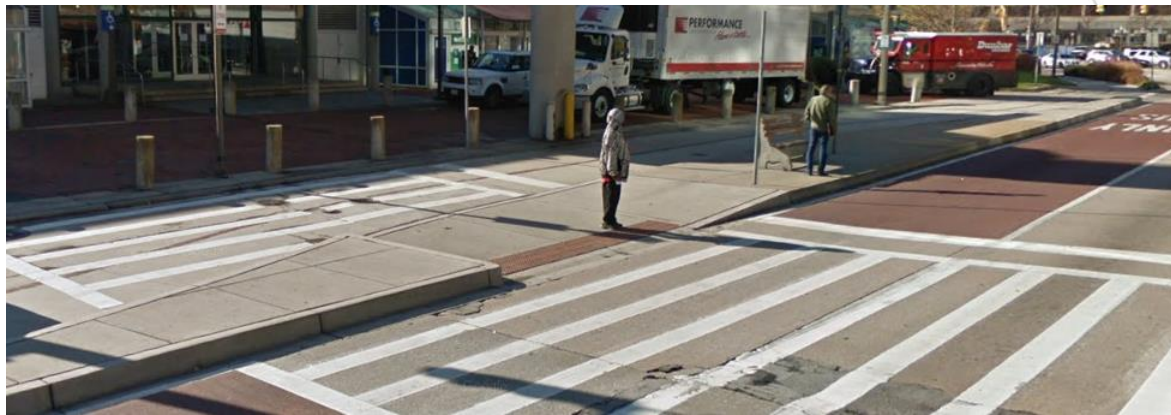
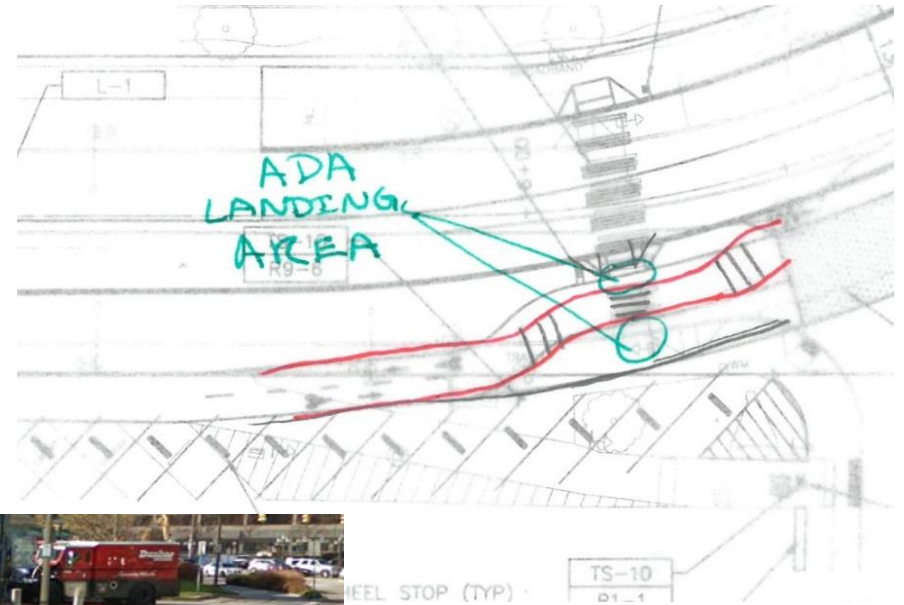
Design Treatment Considerations

- 24th Street/Market Avenue Conflict



Design Treatment Considerations

- 54th Street/Market Avenue Bus Stop
 - Transition pedestrians across trail to sidewalk and crosswalk

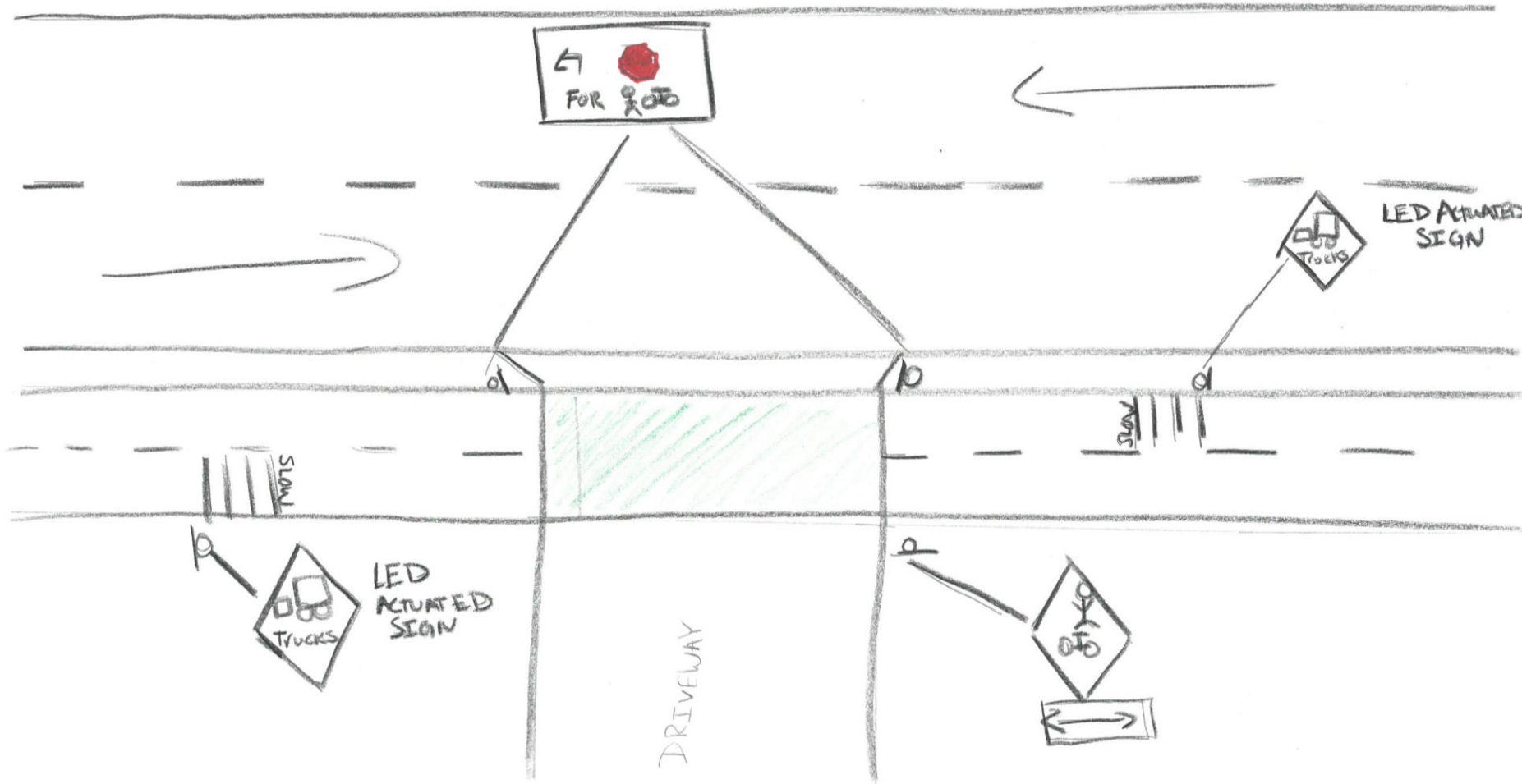


Design Treatment Considerations

- Driveways
 1. Priority to Trail
 - Current Design
 2. Priority to Driveway
 - Yield control on trail (where sufficient sight distance is available)



Design Treatment Considerations

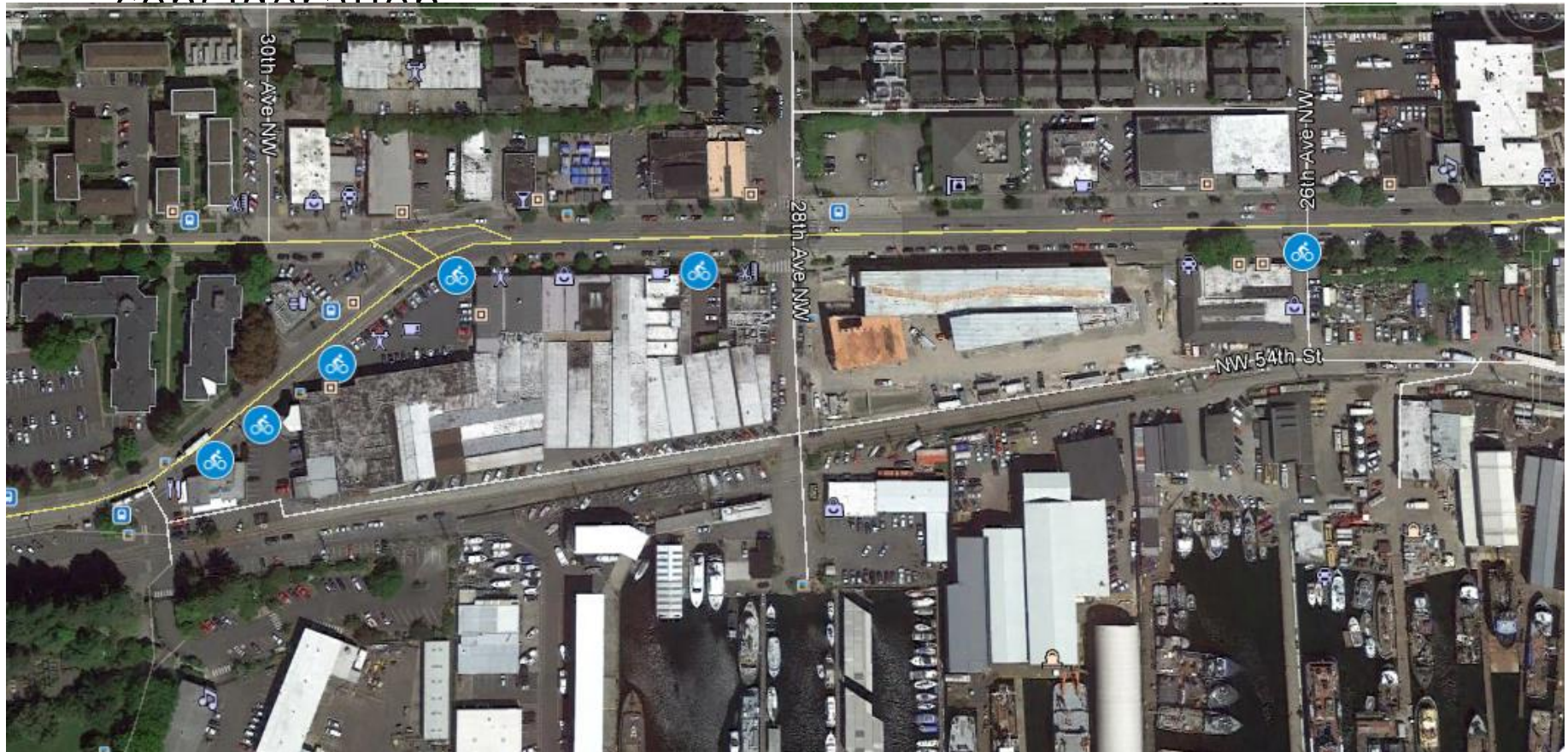


Design Treatment Considerations

- Driveways
 - Determine Priority
 - Minimize interruptions for trail users
 - Prioritize trucks on high volume driveways
 - Context-based determination
 - ~500 trucks/day or more (trucks entering/exiting driveway nearly every minute during peaks)

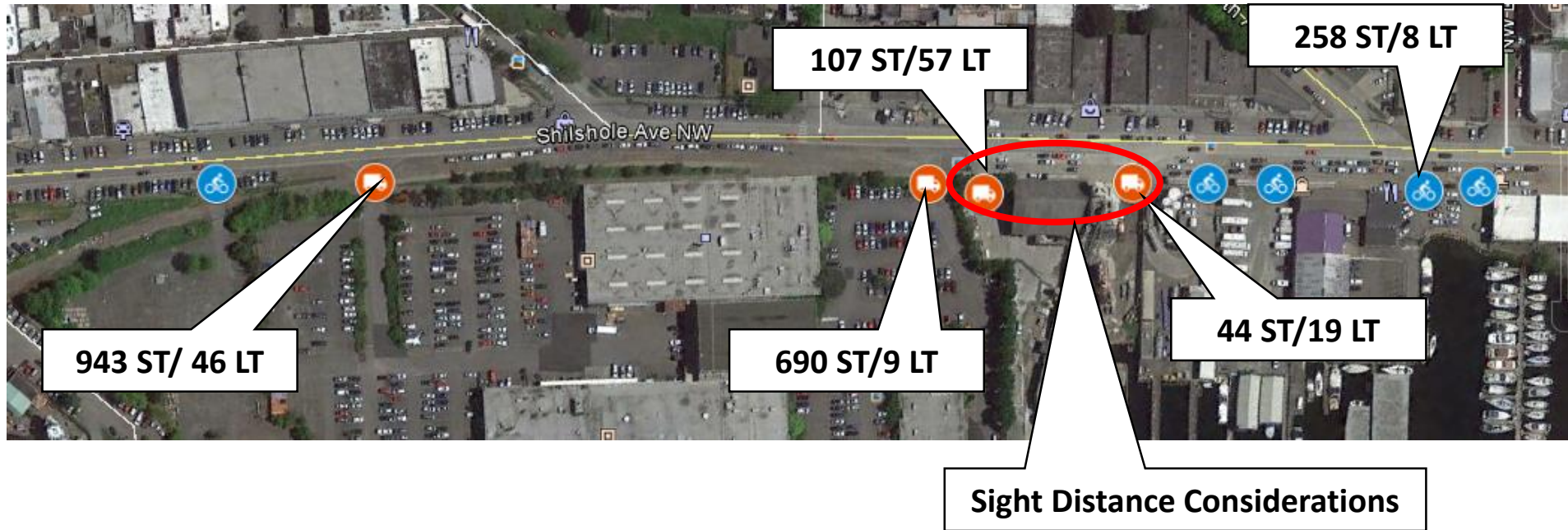
Design Treatment Considerations

- Driveways: Preliminary suggestions for future consideration



Design Treatment Considerations

- Driveways: Preliminary suggestions for future consideration



Design Treatment Considerations

- Driveways: Preliminary suggestions for future consideration

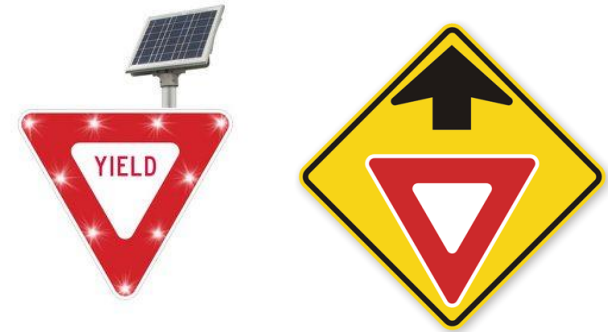
← North



Design Treatment Considerations

- Driveways (Trail Yield)

- Advance warning
- Actuated LED Warning Signs
- Narrow trail and add centerline at driveways



Design Treatment Considerations

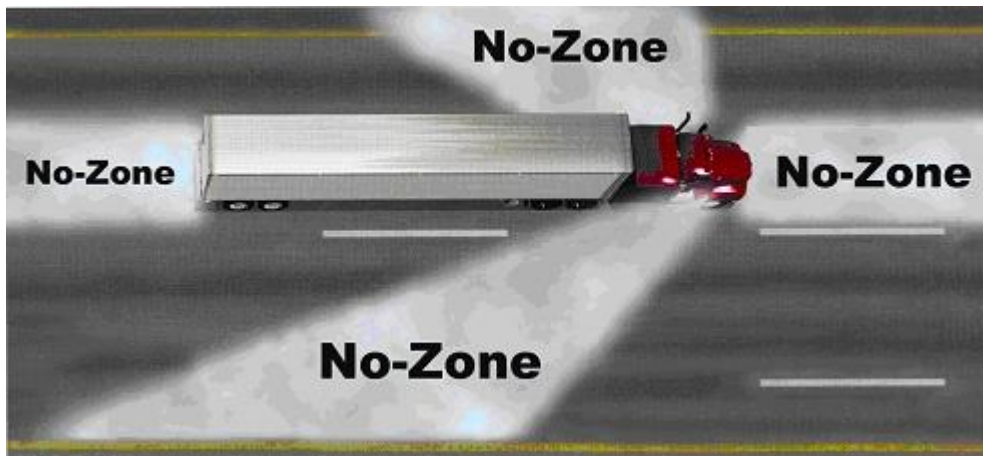
- Driveways (Trucks Yield)
 - Trail crossing signs
 - LED Warning Signs (actuated by trail users)
 - Turning vehicles yield to trail users



Design Treatment Considerations

- Visibility

- Limit vertical elements in buffer with sight line considerations
- Mirrors to view trail next to truck
- Sight distance for all users



Design Treatment Considerations

- Policies For trucks

- Stay within its lane (e.g., rightmost lane to rightmost lane)

- Typically State DOTs and higher order facilities (ramp terminals)

- Encroach into adjacent lane (in the same direction)

- Higher order facilities (e.g., minor arterials and collectors)

- Use all pavement (including opposing lanes)

- Downtown areas in numerous cities



Design Treatment Considerations

- Field Testing

- Success Story of Field Test with Freight Industry in Oregon

- Obtain agreement from Freight Industry after memorandum on roundabouts on state facilities in



Design Treatment Considerations

- Field Testing: US20/Barclay Drive Roundabout



Design Treatment Considerations

- Field Testing:
Designing for Trucks
 - Full-scale test in two locations
 - Tested 18 truck/trailer combinations
 - Up to 130' in length
 - All test vehicles made it through the roundabout



Design Treatment Considerations

- Field Testing: Go Pros



Design Treatment Considerations

- Field Testing: Field Documentation



Design Treatment Considerations

- Field Testing: Example of Before



Design Treatment Considerations

- Field Testing: Example of Illustrating After



Design Treatment Considerations

- Field Testing: Example of Before



Design Treatment Considerations

- Field Testing: Example of Illustrating After



Design Treatment Considerations

- Field Testing: Possible Locations (today)



Design Treatment Considerations

- Field Testing: Possible Locations (future)



Questions and Discussion

- THANK YOU!
- Hermanus Steyn at Kittelson & Associates, Inc.
 - Phone: (503) 535-7455
 - Email: hsteyn@kittelson.com
 - Other Team Members: Conor Semler, Caitlin Doolin and Karla Kingsley

Public Comment



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Department of
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Wrap-up and Next Steps



Updated DAC Work Plan

Meeting	Updated Schedule
DAC Meeting #5 (today)	August 17
DAC Meeting #6 & All-Segment Workshop	September 28 <ul style="list-style-type: none">• DAC, 2-4 PM• Workshop, 4:30-6:30 PM
Public Event	October 12
Self-guided Public Walking Tour	October 14
DAC Meeting #7	October 26
DAC Meeting #8	November 16
DAC Meeting #9	January 11, 2018
Public Event #3	January 18
DAC Meeting #10	February 1

burke-gilman trail missing link project

DAC and public outreach events and milestones

May 2017						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

June						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

July						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

-  **DAC meeting***
(All DAC meetings are anticipated to run from 2:30 - 4:30 PM)
-  **Segment workshop**
(Segment workshops are scheduled to run from 3 - 6 PM)
-  **Public event**

August						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

September						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

October						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

November						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

December						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

January 2018						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	1	2	3

Thank you!

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www.seattle.gov/transportation/BGT_MissingLink.htm

www.seattle.gov/transportation

