

# Burke-Gilman Trail Missing Link Project

## SELF-GUIDED WALKING TOUR

October 14, 2017 10 AM to 2 PM

Welcome to the self-guided walking tour of the Burke-Gilman Trail (BGT) Missing Link corridor! Take a walk along the 1.4-mile corridor using this tour guide to learn more about the corridor design and future conditions.

Project team members are available at four locations along the corridor, marked on the map below. Visit a staffed tour stop to ask questions and share your feedback with the project team. While you're there, be sure to grab refreshments! Public restrooms are available at three locations, marked on the map below. Restrooms are also available at Fred Meyer on NW 45th St for customers.

Seattle Public Utilities will be available to answer questions about the Ship Canal Water Quality Project, a portion of which will be built as a part of BGT corridor construction, at their booth on NW 54th St and 24th Ave NW.

Thank you for joining us!



Icons call out key benefits at each stop by the following users and uses:



# SEGMENT 1

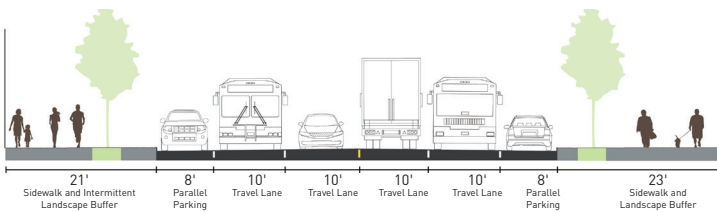
## (NW 54th St / NW Market St)



### Key segment design features

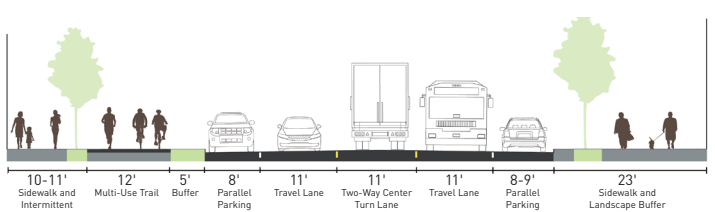
- Connect the Missing Link to the existing Burke-Gilman Trail at the Ballard Locks
- Rechannelize NW Market St from 4 travel lanes to 3 to improve safety and provide dedicated space for the trail
- Improve pedestrian crosswalks and sidewalks
- Enhance bicycle connections to existing and proposed greenways and bike lanes
- Incorporate pavement treatments to highlight key, high-traffic areas where pedestrians and bicycles mix
- Integrate the Missing Link with the new Nordic Heritage Museum
- Improve safety by converting 26th Ave NW to a one-way street south of Market St
- Reorient parking facilities at the Ballard Locks to facilitate improved access and additional parking stalls
- Incorporate low-maintenance street trees that consider sightlines and improve corridor aesthetics

### Existing conditions

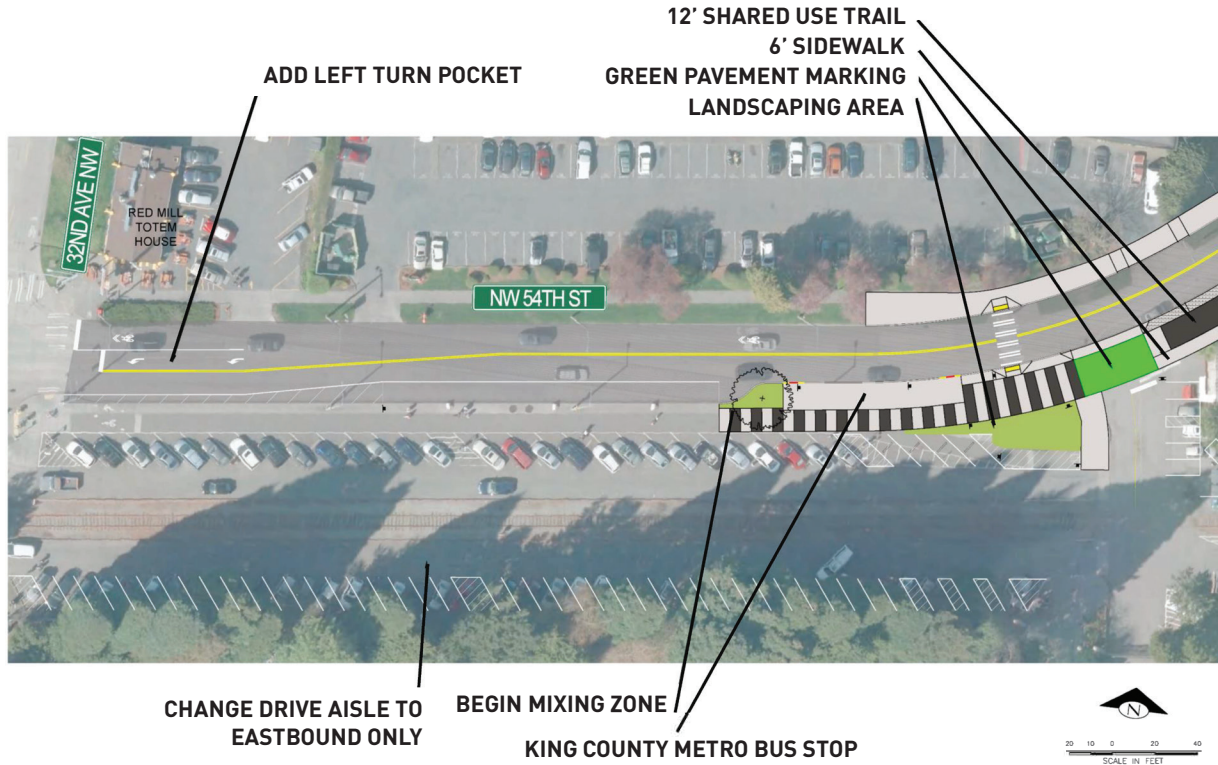


Typical NW Market St cross sections facing west

### Updated corridor design



# STOP 1 (Ballard Locks)



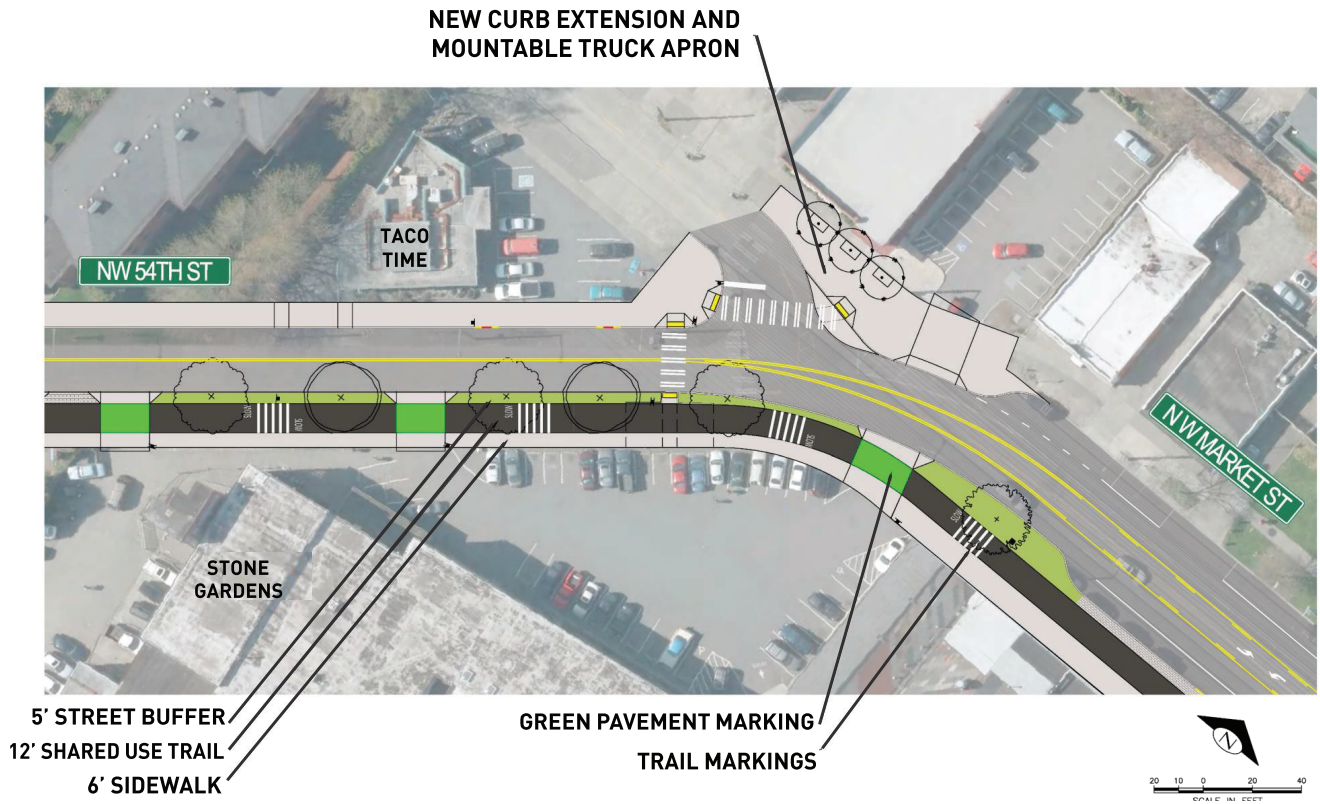
## Key design features

- Relocate left turn pocket from 30th Ave NW to 32nd Ave NW to allow for safer turns at the signalized intersection
- Restripe parking to improve circulation and safety, and provide additional stalls at the Ballard Locks
- Shift adjacent bus stop and create a safer mixing zone for pedestrians and cyclists
- Retain layover parking along NW 54th St for transit and tour buses
- Shift the existing Burke-Gilman Trail to better align with the Missing Link
- Reconfigure parking at the Lockspot Café to provide better circulation and additional stalls

## Key benefits

Key benefits	Benefits by user
1. Parking reconfiguration will improve access to the Ballard Locks, reduce conflicts, limit traffic buildups on NW 54th St / NW Market St, and improve vehicle circulation	
2. An improved trail crossing allows for safer interactions between trail users and vehicles entering and exiting the Ballard Locks parking lot and adds parking stalls	
3. Newly added left turn pocket on NW 54th St at 32nd Ave NW allows vehicles to more easily access the Ballard Locks and improves traffic flow in the westbound direction	
4. New pavement design treatments help identify mixing areas where pedestrians and cyclists may coexist	









# STOP 2 (NW Market St & NW 54th St)



## Key design features

- Construct a new curb bulb and mountable truck apron on the north side of NW Market St

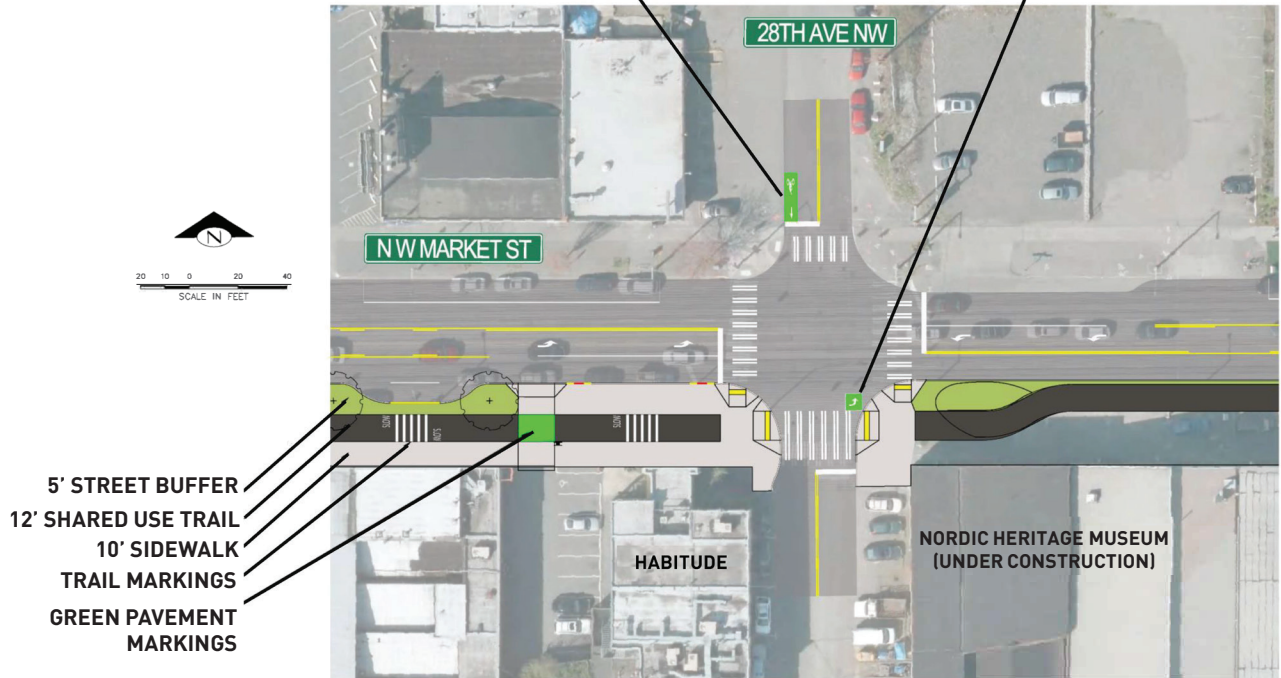
## Key benefits

Key benefits	Benefits by user
1. New curb bulb will improve safety for pedestrians by creating a more intuitive intersection and a shorter pedestrian crossing	  
2. Mountable curb design allows trucks and other large vehicles traveling westbound on NW Market St to turn without entering the oncoming lane	
3. Squared-off intersection helps to reduce the speed of turning vehicles and enhance safety for pedestrians and roadway users	   

# STOP 3 (NW Market St & 28th Ave NW)

**CURB-SIDE PUSH BUTTON AND GREEN BIKE LANE FOR CONNECTION TO FUTURE 28TH AVE NW NEIGHBORHOOD GREENWAY**

**BICYCLE LEFT TURN QUEUE BOX FOR CONNECTION TO FUTURE 28TH AVE NW NEIGHBORHOOD GREENWAY**



## Key design features

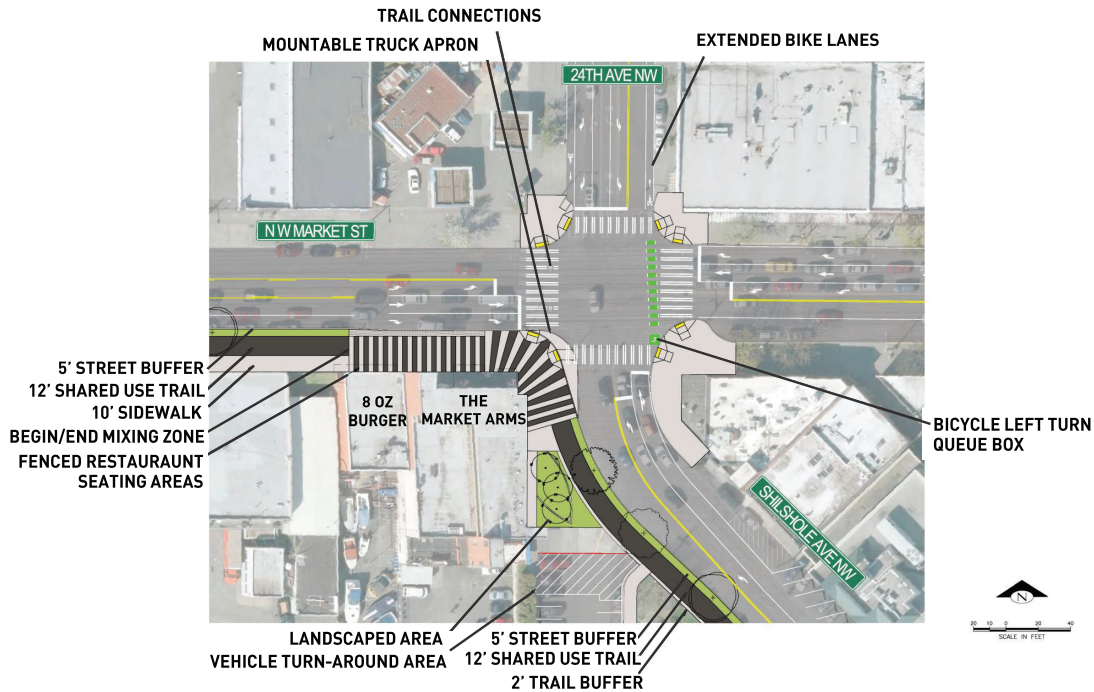
- Rechannelize NW Market St from 4 travel lanes to 3, including a dedicated center turn lane
- Add left turn lanes and left turn phase at existing traffic signal
- Design the Missing Link to integrate with the improvements to the Nordic Heritage Museum
- Relocate the bus stop from the southeast corner of the intersection to the southwest corner
- Incorporate bike boxes and bike crossings to connect the trail with the existing Neighborhood Greenway on NW 58th St via the future 28th Ave NW Neighborhood Greenway

## Key benefits

<p>1. Rechannelization of NW Market St, added center turn lanes, and signal enhancements will help to improve safety and traffic flow</p>	
<p>Improved crossings on NW Market St enhance safety for cyclists and pedestrians connecting to the NW 58th St Neighborhood Greenway via the future 28th Ave NW Neighborhood Greenway</p>	

## Benefits by user

# STOP 4 (NW Market St & 24th Ave NW)



## Key design features

- Rechannelize NW Market St and incorporate a center lane for left turning vehicles
- Reduce northeast curb bulb and realign NW Market St to minimize lane offset
- Construct a mountable curb on the southwest corner to accommodate truck turning movements
- Construct landscape terrace near 24th Ave NW and NW Market St intersection
- Reconfigure lanes at the intersection to reduce delays and provide access to bike lanes
- Extend bike lanes on 24th Ave NW to NW Market St and incorporate bike crossings to connect bike lanes with the Missing Link
- Incorporate pavement treatments at the southwest corner of the intersection to create a safe mixing zone for pedestrians and cyclists
- Reconfigure sidewalk seating at 8oz Burger & Co. and Market Arms, providing more sidewalk space for pedestrians and trail users

## Key benefits

Key benefits	Benefits by user
1. Improved mixing zone treatments create a safer relationship between pedestrians and trail users at this busy intersection	
2. Sidewalk seating at nearby restaurants will be maintained, but set back, to better integrate with the sidewalk and trail users	
3. Rechannelization of NW Market St creates a safer condition for all users	
4. Mountable curb ensures that trucks traveling eastbound on NW Market St and turning right onto Shilshole Ave NW do not have to turn into oncoming lanes	
5. Improved crossings for bikes on NW Market St enhance safety for cyclists connecting to 24th Ave NW St bicycle lanes	

# SEGMENT 2

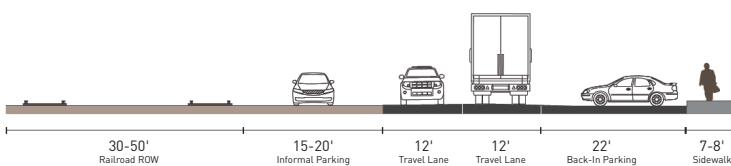
## (Shilshole Ave NW)



### Key segment design features

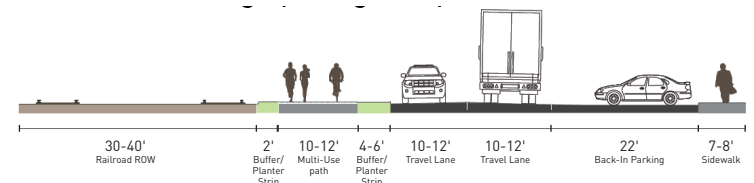
- Pave a portion of NW 54th St and convert 24th Ave NW to a dead end to improve freight access, provide additional parking, and improve safety for trail users
- Install new traffic signals and rapid flash beacons along Shilshole Ave NW
- Add or extend turn pockets at key locations along Shilshole Ave NW
- Improve stormwater infrastructure to manage street and trail runoff, reducing impacts to adjacent private property and businesses
- Incorporate low-maintenance street trees that consider sightlines and improve corridor aesthetics
- Enhance connectivity to existing Neighborhood Greenways and bike lanes
- Enhance driveways along Shilshole Ave NW to improve predictability of entrance and exit points to and from adjacent businesses for vehicles and trail users
- Install motion-activated LED signage along the trail at key crossings to warn trail users of exiting vehicles
- Reconfigure parking orientation to maximize parking spaces on the north side of Shilshole Ave NW
- Relocate and improve trail/railroad crossing to enhance safety for cyclists traveling along the trail
- Coordinate with Seattle Public Utilities on upcoming construction of the Ship Canal Water Quality Project

### Existing conditions

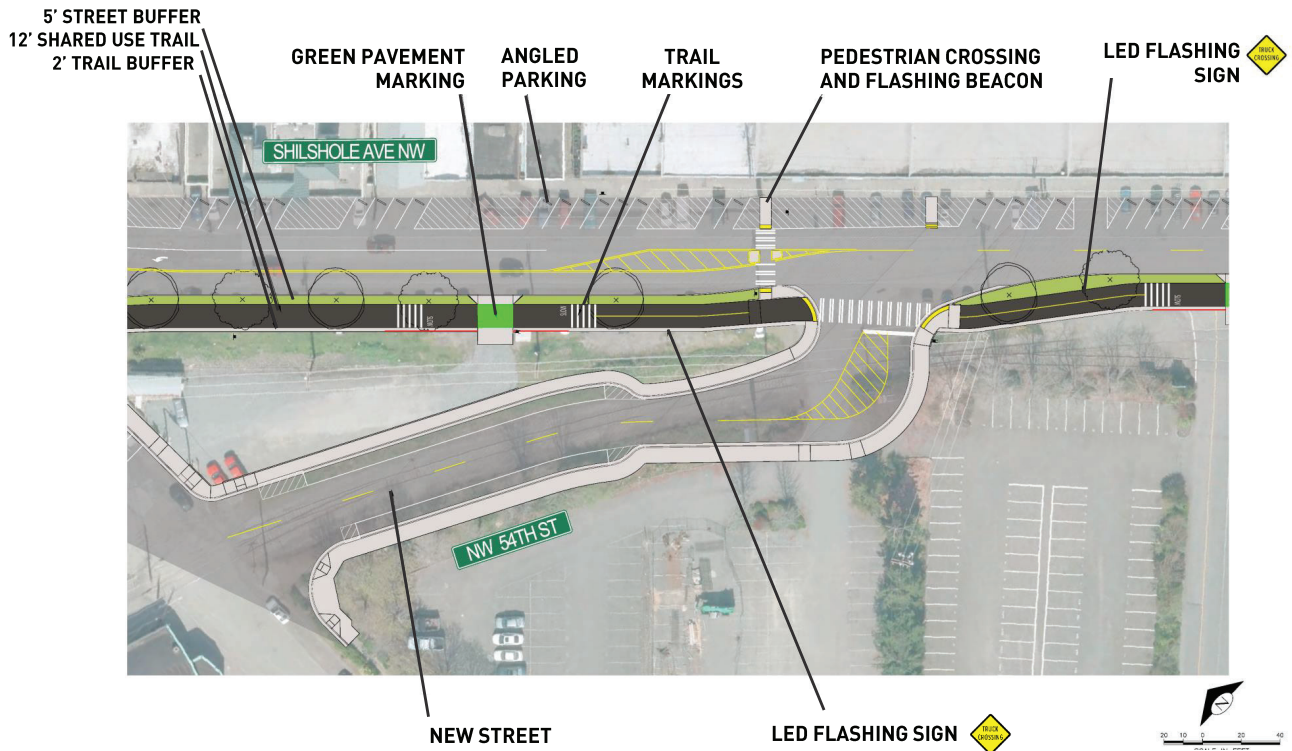


Typical Shilshole Ave NW cross sections facing west

### Updated corridor design






# STOP 5 (New intersection at Shilshole Ave NW & NW 54th St)



## Key design features

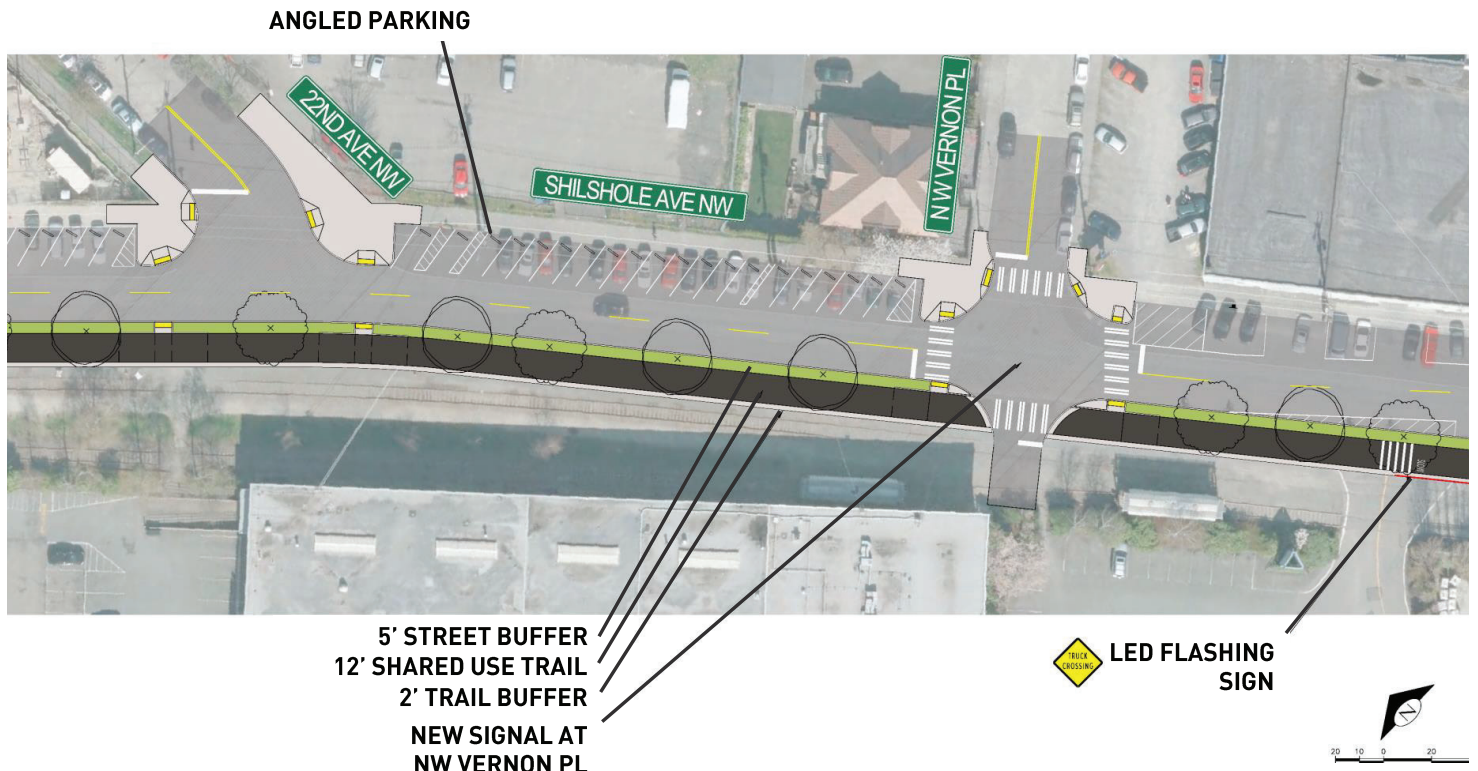
- Extend NW 54th St between 24th Ave NW and Shilshole Ave NW, and reconfigure the intersection of NW 54th St and Shilshole Ave NW
- Add parking spaces along the new NW 54th St extension
- Revise 24th Ave NW to a dead-end street and add perpendicular parking stalls
- Add crosswalk and rapid flashing beacons on Shilshole Ave NW
- Integrate nearby streets to work with Seattle Public Utilities' future pump station

## Key benefits

<p>1. New Shilshole Ave NW and NW 54th St intersection design improves roadway capacity, adds parking, and creates a more predictable trail crossing for pedestrians, cyclists, and vehicles</p>	
<p>2. Redesign of 24th Ave NW into a dead-end street improves safety for roadway and trail users</p>	
<p>3. Back-in angle parking on the northside of Shilshole Ave NW creates a safer movement for drivers and maximizes parking area</p>	



# STOP 6 (Shilshole Ave NW, 22nd Ave NW, & NW Vernon Pl)



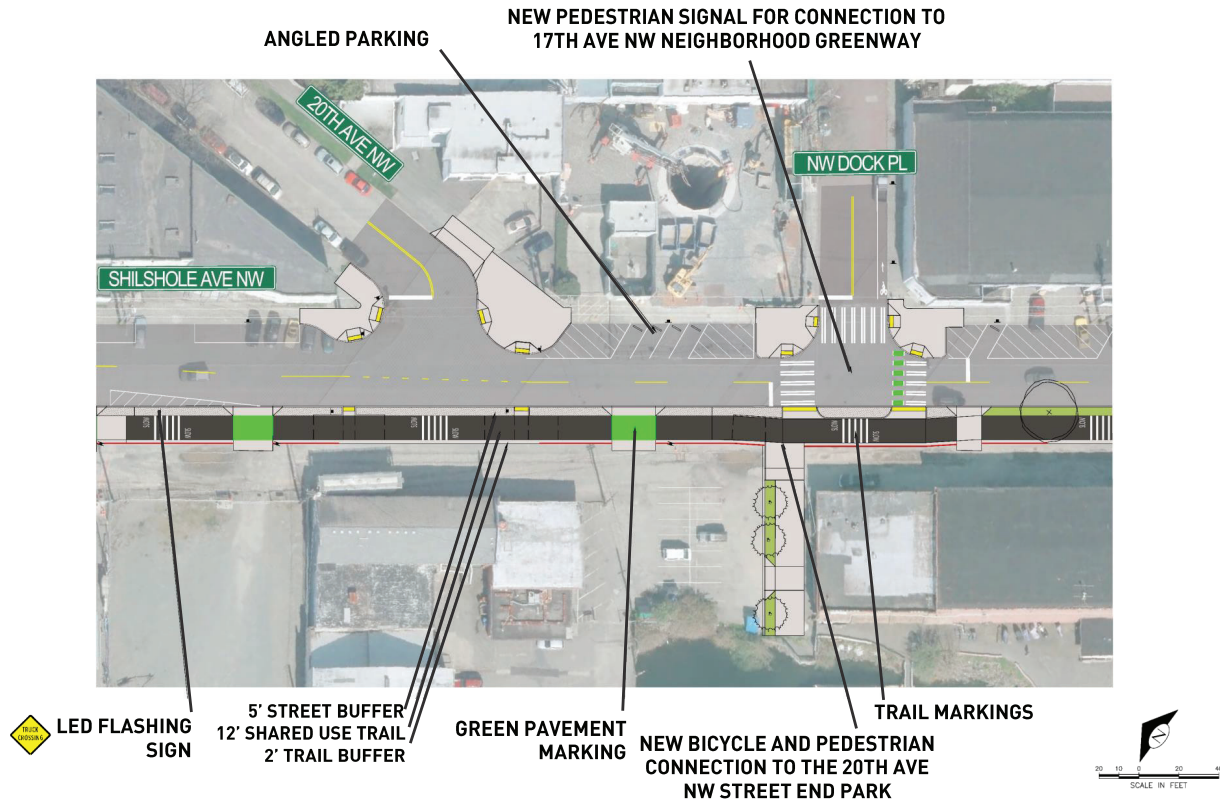
## Key design features

- Integrate a new traffic signal at the intersection of Shilshole Ave NW at NW Vernon Pl
- Add crosswalks and ADA accessible ramps at NW Vernon Pl
- Install motion activated LED warning signage at key, high-volume crossings along the trail
- Reconfigure parking along the north side of Shilshole Ave NW

## Key benefits

Key benefits	Benefits by user
1. New signal, crosswalks, and enhanced curbs create a safer crossing experience for pedestrians, cyclists, vehicles, and trucks	
2. Motion activated trail signs improve safety and increase the predictability of trail crossings at key driveways by alerting trail users to the presence of trucks and other vehicles	
3. Back-in angle parking along Shilshole Ave NW improves safety and maximizes space for vehicles along the north side of the corridor	
4. Enhanced crosswalks and curbs provide safer connections for pedestrians crossing Shilshole Ave NW	

# STOP 7 (Shilshole Ave NW, 20th Ave NW, & NW Dock Pl)



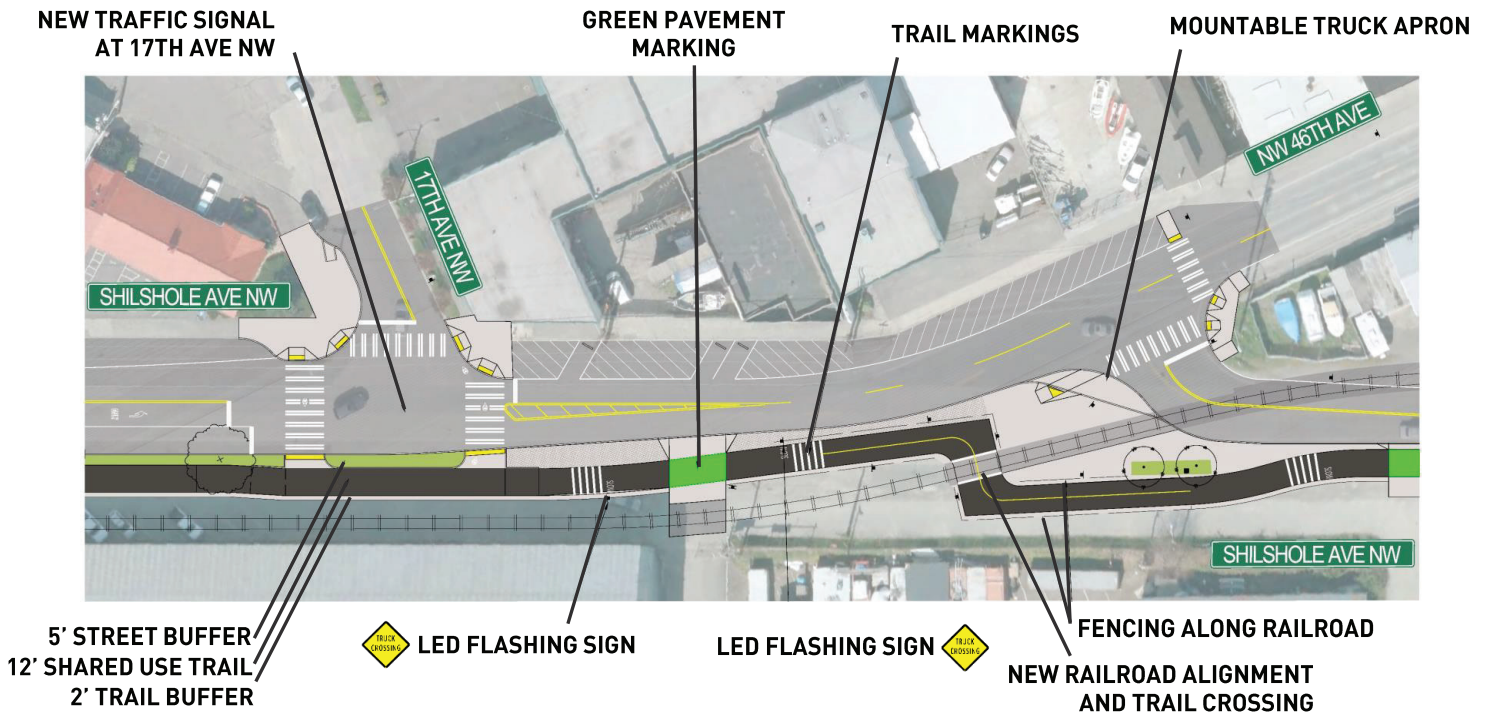
## Key design features

- Install new half-signal and crosswalks to improve pedestrian and bike crossings at NW Dock Pl
- Extend sidewalk and landscaping to enhance conveyance 20th Ave NW street end park
- Install motion-activated LED warning signage at key, high-volume crossings along the trail
- Reconfigure parking along the north side of Shilshole Ave NW
- Connect Seattle Public Utilities conveyance pipe to the King County siphon

## Key benefits

Key benefits	Benefits by user
1. New half-signal, crosswalks, and enhanced curbs provide safer connections for pedestrians and cyclists	
2. New sidewalk extension connects 20th Ave NW street-end park and provides a place of rest for pedestrians and trail users	
3. Motion activated LED trail signs improve safety and increase the predictability of trail crossings at key driveways by alerting trail users to the presence of trucks and other vehicles	
4. Back-in angle parking along Shilshole Ave NW improves safety and maximizes space for vehicles along the north side of the corridor	

# STOP 8 (Shilshole Ave NW, 17th Ave NW, & 46th Ave NW)



## Key design features

- Add a new traffic signal at 17th Ave NW
- Incorporate a new left turn pocket for trucks and cars traveling eastbound on Shilshole Ave NW
- Adjust lanes on Shilshole and 17th Ave NW to accommodate truck movements
- Create a new, safer crossing for the trail and the railroad by widening the trail, providing a perpendicular crossing, incorporating a centerline on the trail, and adding pedestrian lighting and signage

## Key benefits

Key benefits	Benefits by user
1. New left turn lane on Shilshole Ave NW improves traffic flow by accommodating eastbound vehicles turning left onto 17th Ave NW	
2. New signal, crosswalks, and enhanced curb creates a safer crossing experience for all users	
3. Reconfigured lanes on 17th Ave NW help to facilitate southbound truck traffic turning right onto Shilshole Ave NW	
4. Redesigned perpendicular crossing for the trail and the railroad enhances safety for cyclists	

# SEGMENT 3

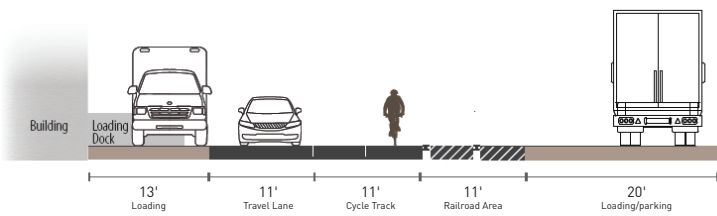
(NW 45th St)



## Key segment design features

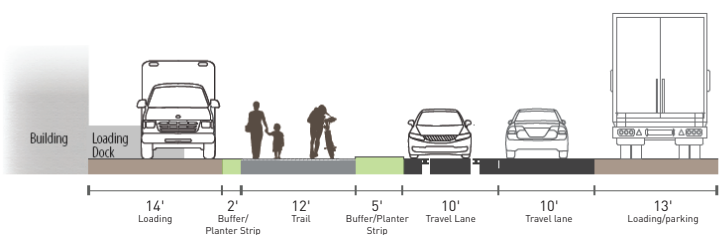
- Restore NW 45th St to two-way traffic
- Relocate railroad crossing to enhance safety for cyclists traveling along the trail
- Improve connectivity to the existing Burke-Gilman Trail at the Ballard Fred Meyer to enhance safety for cyclists, pedestrians, and vehicles
- Remove diagonal street/trail crossing at NW 45th St and 11th Ave NW to enhance safety for trail users
- Incorporate low-maintenance street trees that consider sightlines and improve corridor aesthetics
- Maintain 4-way stop at NW 45th St and 11th Ave NW

## Existing conditions

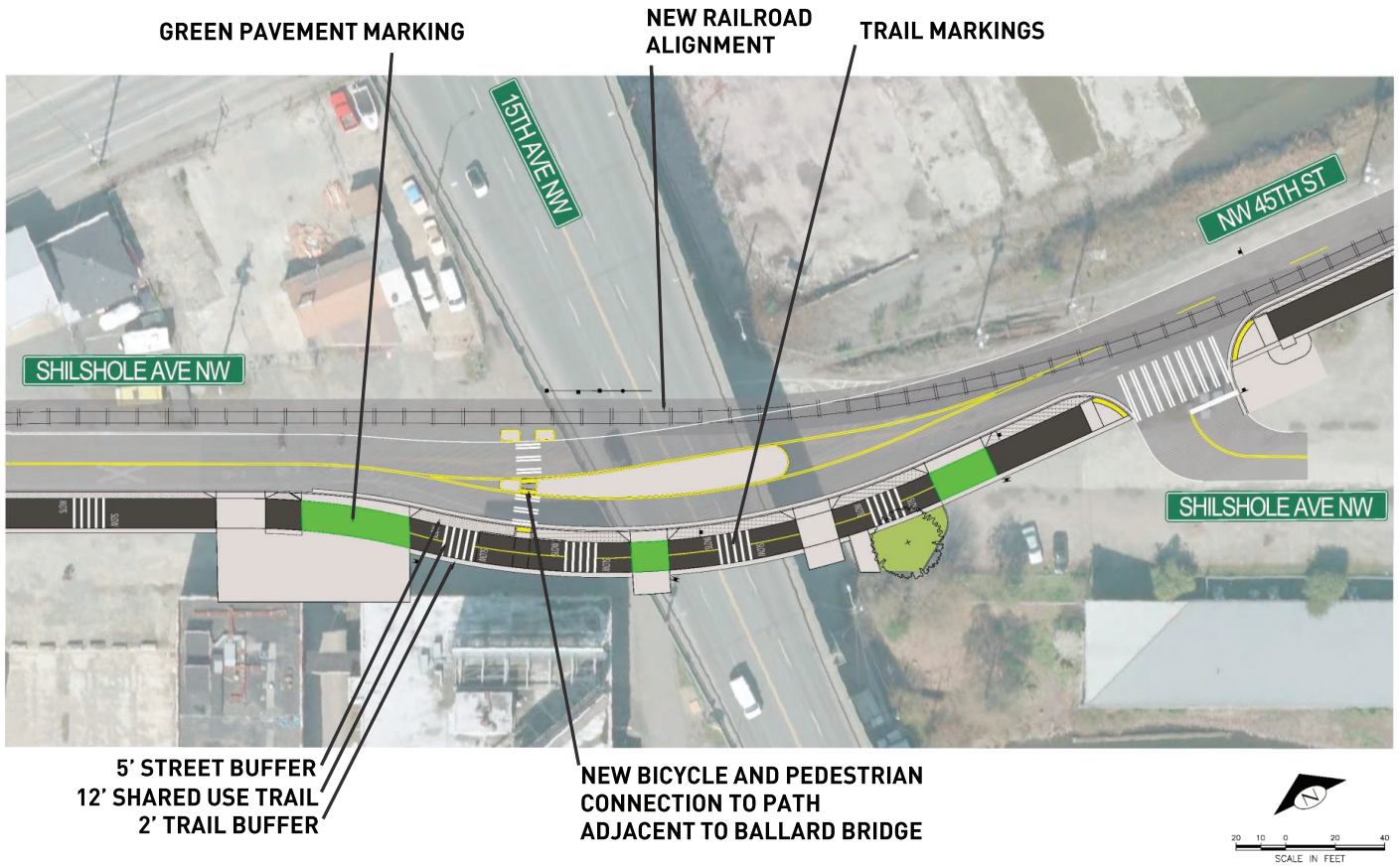


Typical NW 45th St Roadway cross sections facing west

## Updated corridor design



# STOP 9 (Ballard Bridge)



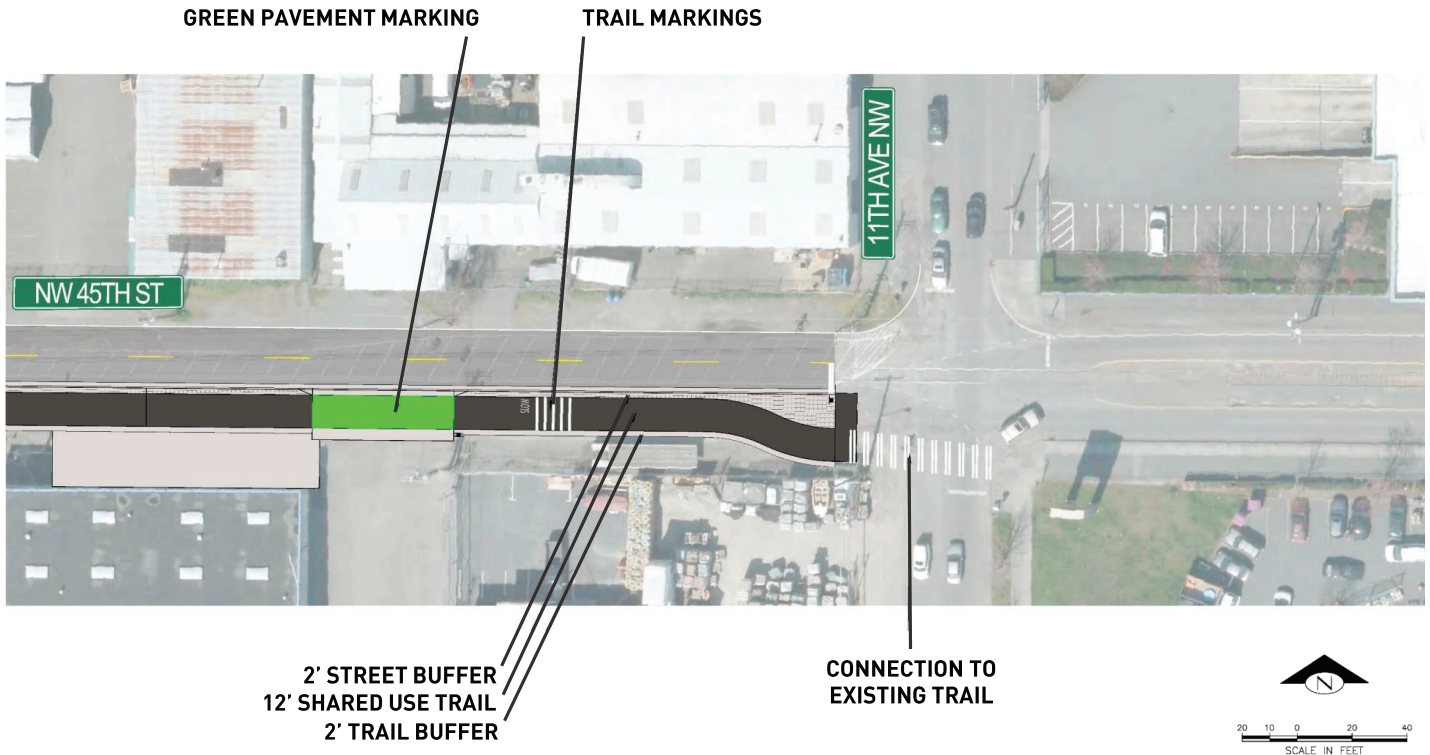
## Key design features

- Relocate railroad tracks to the north side of the street and restore two-way traffic
- Connect trail to King County bikeway by adding a new crosswalk and rapid flashing beacons
- Remove two-way cycle track and install multi-use trail facilities south of the roadway
- Install a traffic islands to divide travel lanes, improve traffic flow, and protect bridge columns

## Key benefits

Key benefits	Benefits by user
1. Updated trail design removes two-way cycle track and provides multi-use facilities south of the roadway to provide a safer experience for cyclists and pedestrians	
2. New buffer zone clearly separates trucks and other vehicles from trail users and provides enhanced protections for all corridor users	
3. Two-way traffic is restored to provide improved access	

# STOP 10 (NW 45th St/11th Ave NW)



## Key design features

- Remove two-way cycle track and restore two-way traffic
- Establish a direct connection to the existing Burke-Gilman Trail, which currently stops near the Ballard Fred Meyer
- Maintain all way stop at NW 45th St/11th Ave NW

## Key benefits

Key benefits	Benefits by user
1. Two-way traffic is restored to provide improved access	
2. Two-way cycle track and diagonal connection at NW 45th St and 11th Ave NW are removed to create a more predictable path and improve safety	
3. Future improvements east of 11th Ave NW may be incorporated by Seattle Public Utilities as part of additional project work in the area	