



Burke-Gilman Trail Missing Link

Summary of Draft Environmental Impact Statement

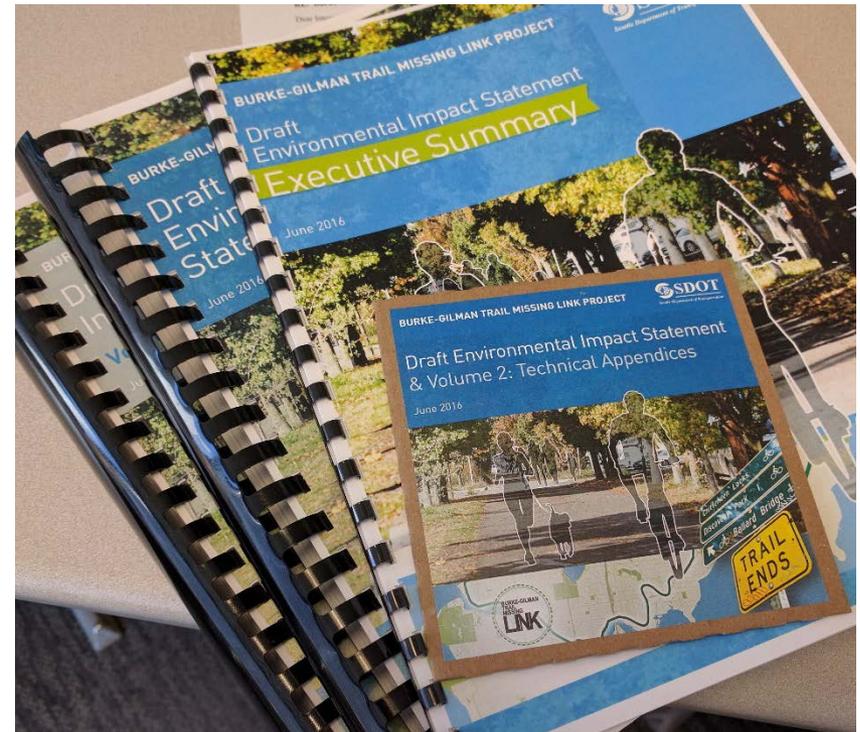
Burke-Gilman Trail Missing Link

Public Hearings

July 14 and 16, 2016

What is an EIS?

- An Environmental Impact Statement (EIS) evaluates the potential impacts of a proposed project
- Looks at impacts to the natural and built environment
- Compares project alternatives with a no-build or no-action alternative



How is an EIS Used?

- The EIS process is designed to assist agencies, the public, and decision makers
- Provides opportunity for input into the scope of the evaluation, the alternatives, the analysis of impacts and mitigation



Project Objective

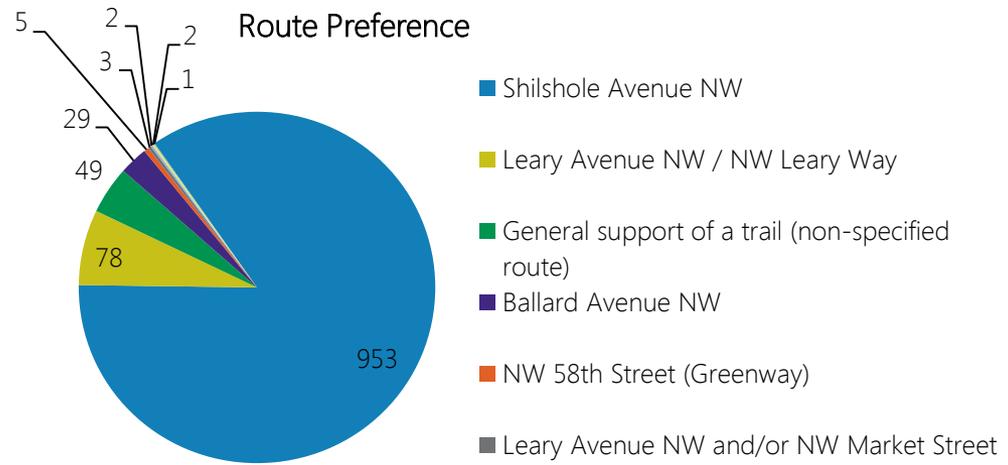
- Connect the **existing segments of the BGT** through the Ballard neighborhood
- Create a **safe, direct, and defined multi-use trail for persons of all abilities**, for a variety of transportation and recreational activities
- Improve **predictability for all motorized and non-motorized users** along the project alignment



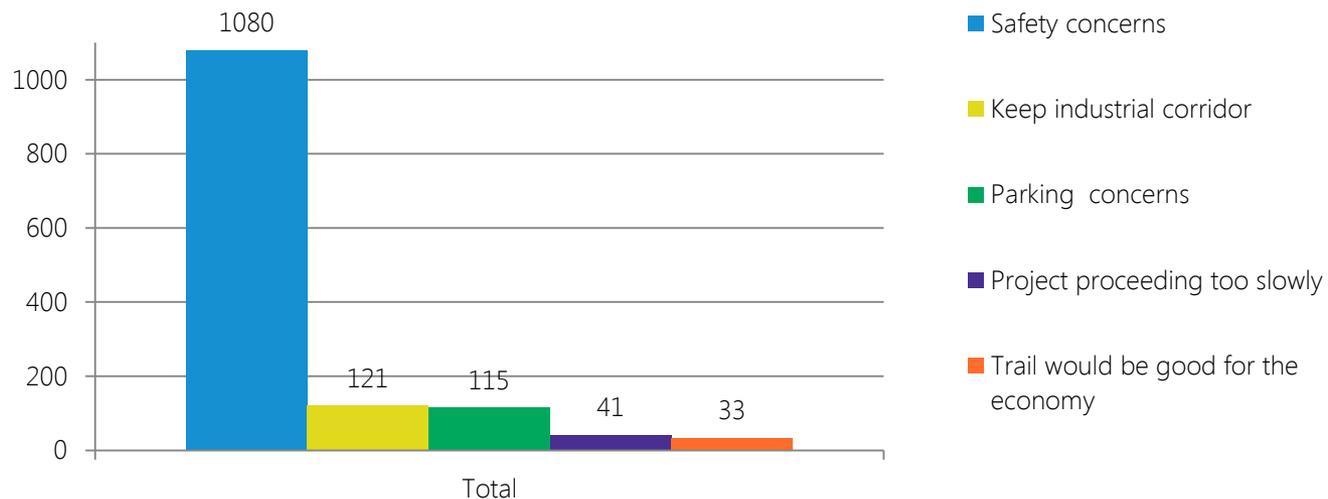
Scoping

For EIS process

- Aug 2013, EIS Scoping
- June 2015, Open House



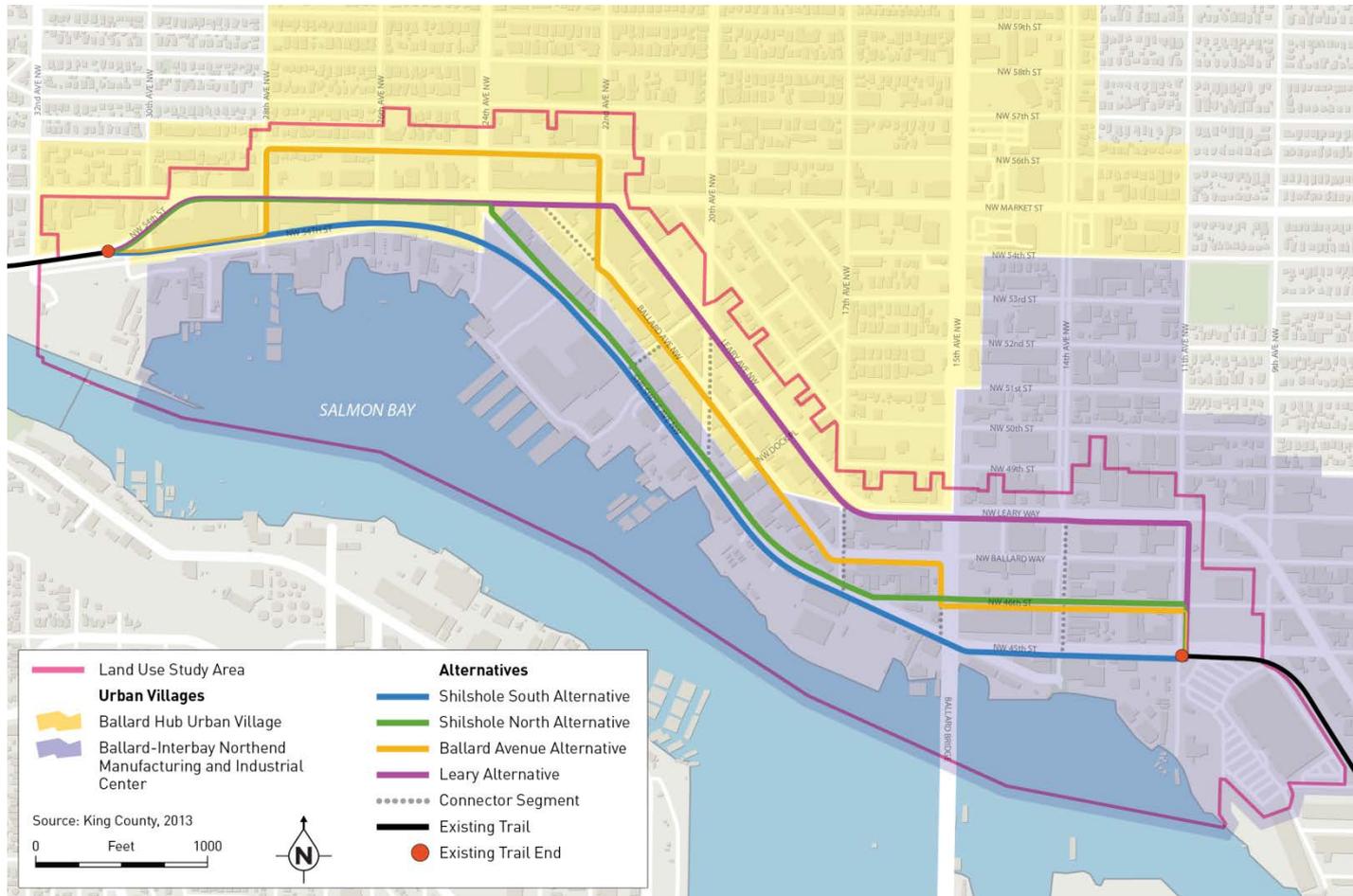
Concerns or Comments Raised



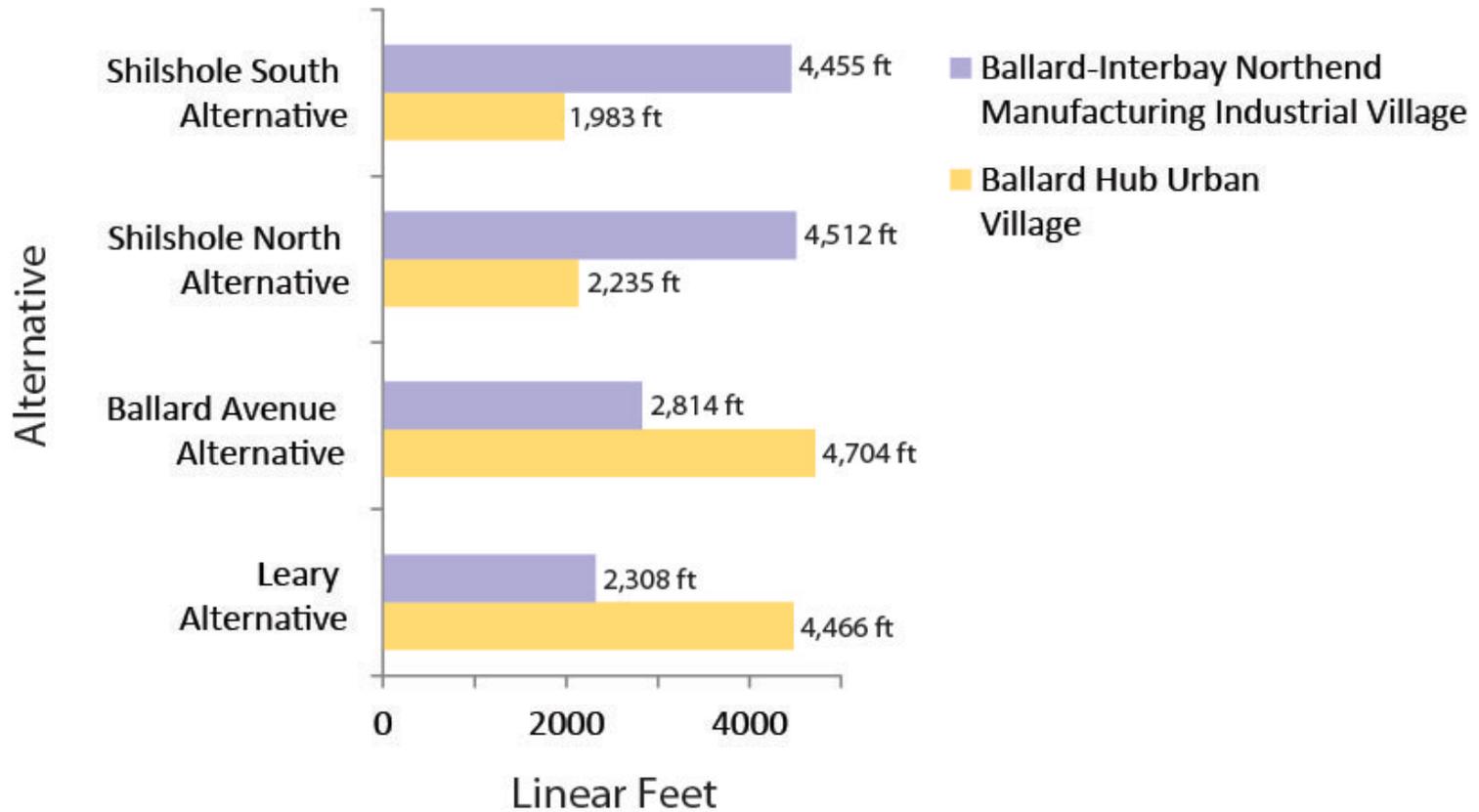
Alternatives



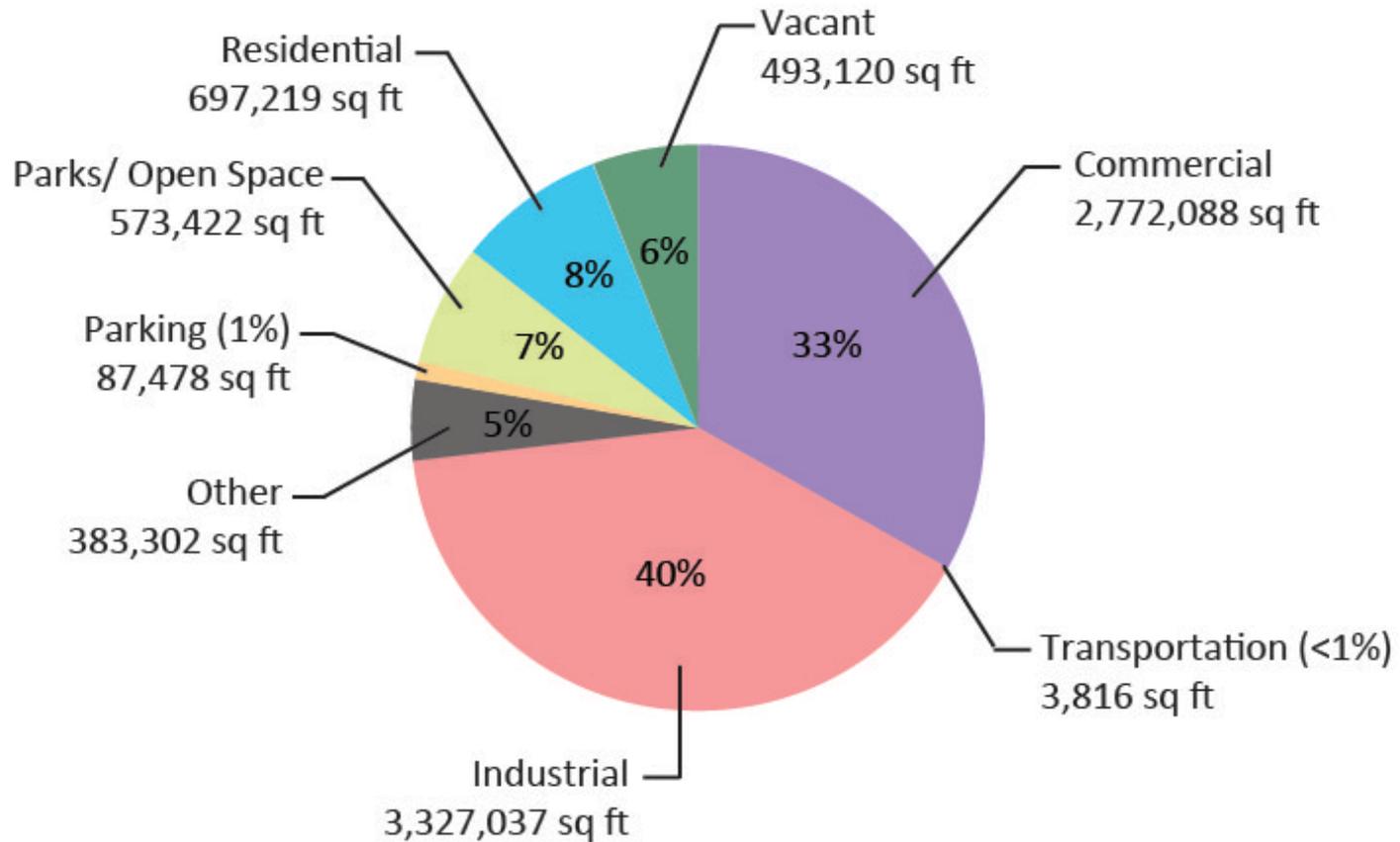
BINMIC and Ballard Hub Urban Village



Trail through BINMIC vs Ballard UV



Land Use in the Study Area



Temporary Construction Impacts*

	Shilshole South	Shilshole North	Ballard Avenue	Leary
Pedestrian and bicycle mobility				-
Parking				
Transit mobility	-		-	
Business access				
Freight mobility				
Ballard Farmers Market	-	-		-
Ballard Avenue Landmark District	-	-		-
Ballard Terminal RR				-

*Impacts are categorized here solely for the purposes of comparing alternatives and do not imply significance

Operational Impacts and Benefits*

	Shilshole South	Shilshole North	Ballard Avenue	Leary
Pedestrian and bicycle mobility	 	 	 	 
Curb space and parking loss	 	 	 	
Transit mobility	-		-	 
Driveway delay				
Reconfigure loading/access				
Intersection delay				
Freight mobility	-	-	-	
Ballard Farmers Market	-	-		-
Ballard Avenue Landmark District	-	-		-

*Impacts are categorized here solely for the purposes of comparing alternatives and do not imply significance

Operational Impacts*

	No Build	Shilshole South	Shilshole North	Ballard Avenue	Leary
Parking Loss	Total Parking Spaces = 3,989 -3,107 on-street -882 off-street	261**	227	198 (86 paid)	103
Driveway / Loading Dock Trail Crossings	Trail does not exist	41	58	42	33
Roadway intersection Trail Crossings	Trail does not exist	4	14	16	13
Vehicle Delay at Driveways (2040)	Up to 33 seconds	max 36 sec delay due to trail and motor vehicles	max 36 sec delay due to trail and motor vehicles	max 36 sec delay due to trail and motor vehicles	max 34 sec delay due to trail and motor vehicles
Driveways and Loading Docks reconfigured	No change	Up to 10	Up to 6	Up to 8	Up to 3

*Impacts are categorized here solely for the purposes of comparing alternatives and do not imply significance

**Approx. 68 unregulated spaces could remain depending on final design

Next steps

Date	Activity/action
June 16	Published Draft EIS; 45-day public comment period ends August 1
July	Public hearings on July 14 and 16; in-depth briefings for stakeholders and organizations
August - November	Develop preferred alternative based on public input
Early 2017	Publish Final EIS
Mid 2017	City proceeds with final decision

How to comment

- Email to BGT_MissingLink_Info@seattle.gov
- Mail to:
 - Scott Kubly, Director
 - Seattle Department of Transportation
 - c/o Mark Mazzola, Environmental Manager
 - PO Box 34996
 - Seattle, WA 98124-4996
- Provide comments at a public hearing at Leif Erikson Hall:
 - July 14, 6 pm – 9 pm
 - July 16, 10 am – 1 pm

Questions?

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http://www.seattle.gov/transportation/BGT_Ballard.htm

www.seattle.gov/transportation

