

BURKE-GILMAN TRAIL MISSING LINK

Welcome!

The purpose of this public hearing is to:

- **Inform** you about the four alternative routes and how they have been evaluated
- **Provide** you with multiple opportunities to make comments on the Draft EIS
- **Answer** questions to help you make informed comments

Agenda

6 PM – Open house (view boards and talk with staff)

6:15 PM – Presentation

6:40 PM – Q&A

7 PM – Public testimony (court reporters available) and open house (view boards and talk with staff)

9 PM – Adjourn

How to Comment on the DEIS

There are multiple ways to submit your comments on the DEIS by **August 1, 2016**:

1. **Fill out a comment form today.** When complete, leave it in one of the comment boxes located around the room.
2. **Provide your oral comments today.** There are two ways to do so:
 1. Public oral testimony. Visit the Norna Room, upstairs, to sign up to provide your testimony in front of others.
 2. One-on-one oral testimony. A court reporter is available if you would like to provide your testimony in private. Please go downstairs to the library to sign up.

All testimony is limited to 3 minutes per person and will be recorded by a court reporter.

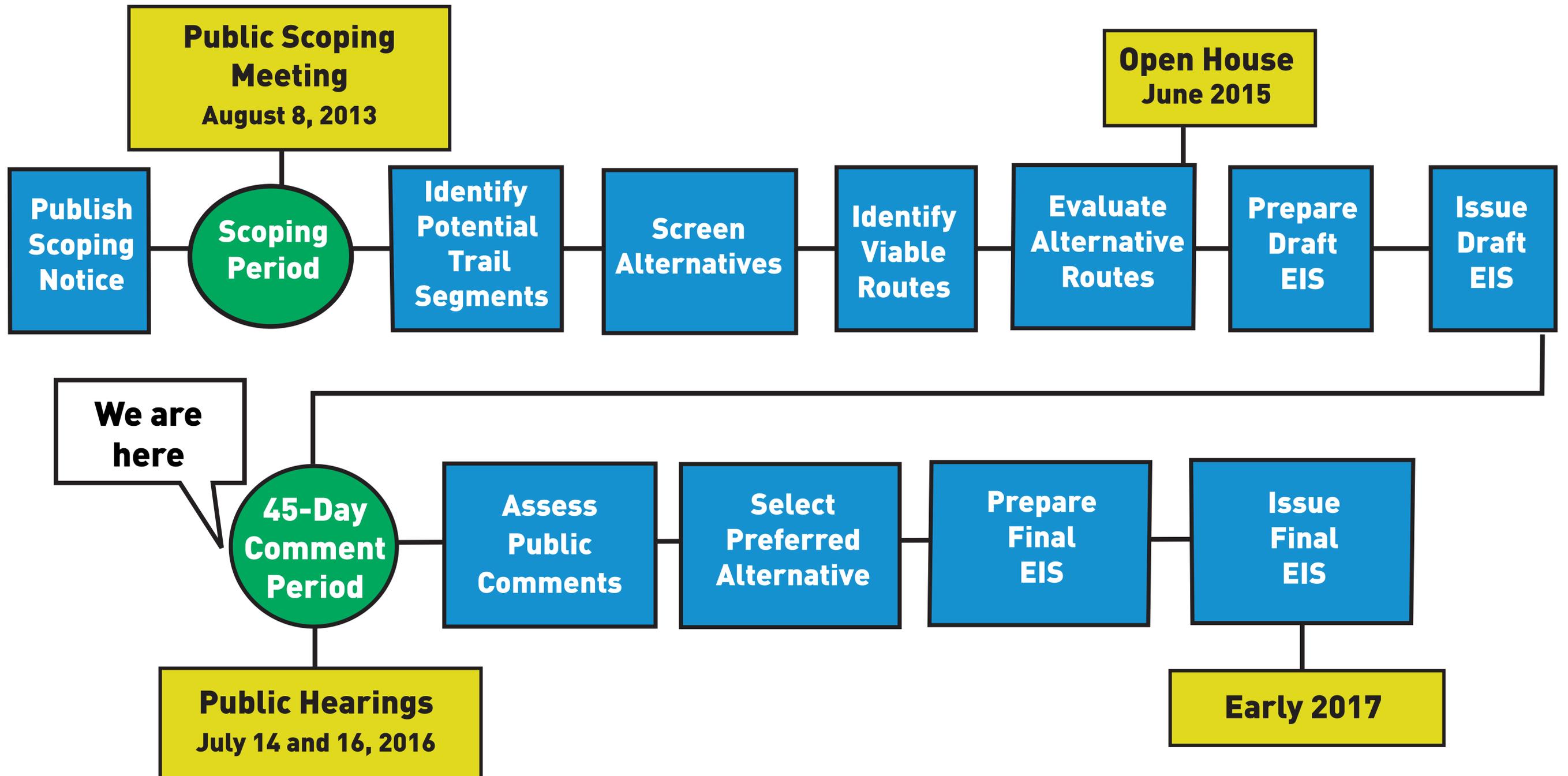
3. **Email** your comments to: BGT_MissingLink_Info@seattle.gov

4. **Mail** your comments to:

Scott Kubly, Director
City of Seattle, Department of Transportation
c/o Mark Mazzola, Environmental Manager
Seattle Municipal Tower
P.O. Box 34996
Seattle, WA 98124-4996

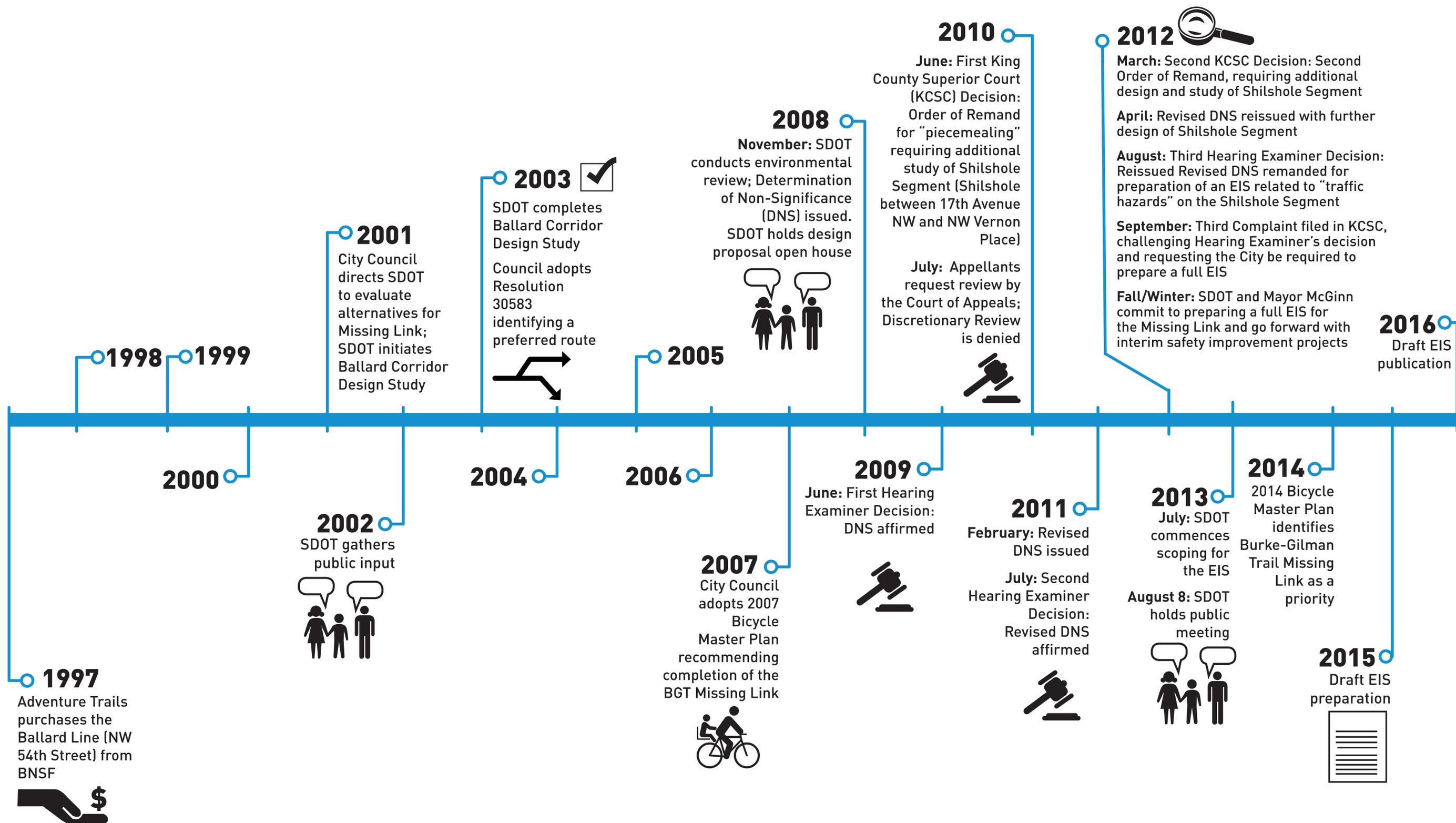
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Environmental Impact Statement (EIS) Process



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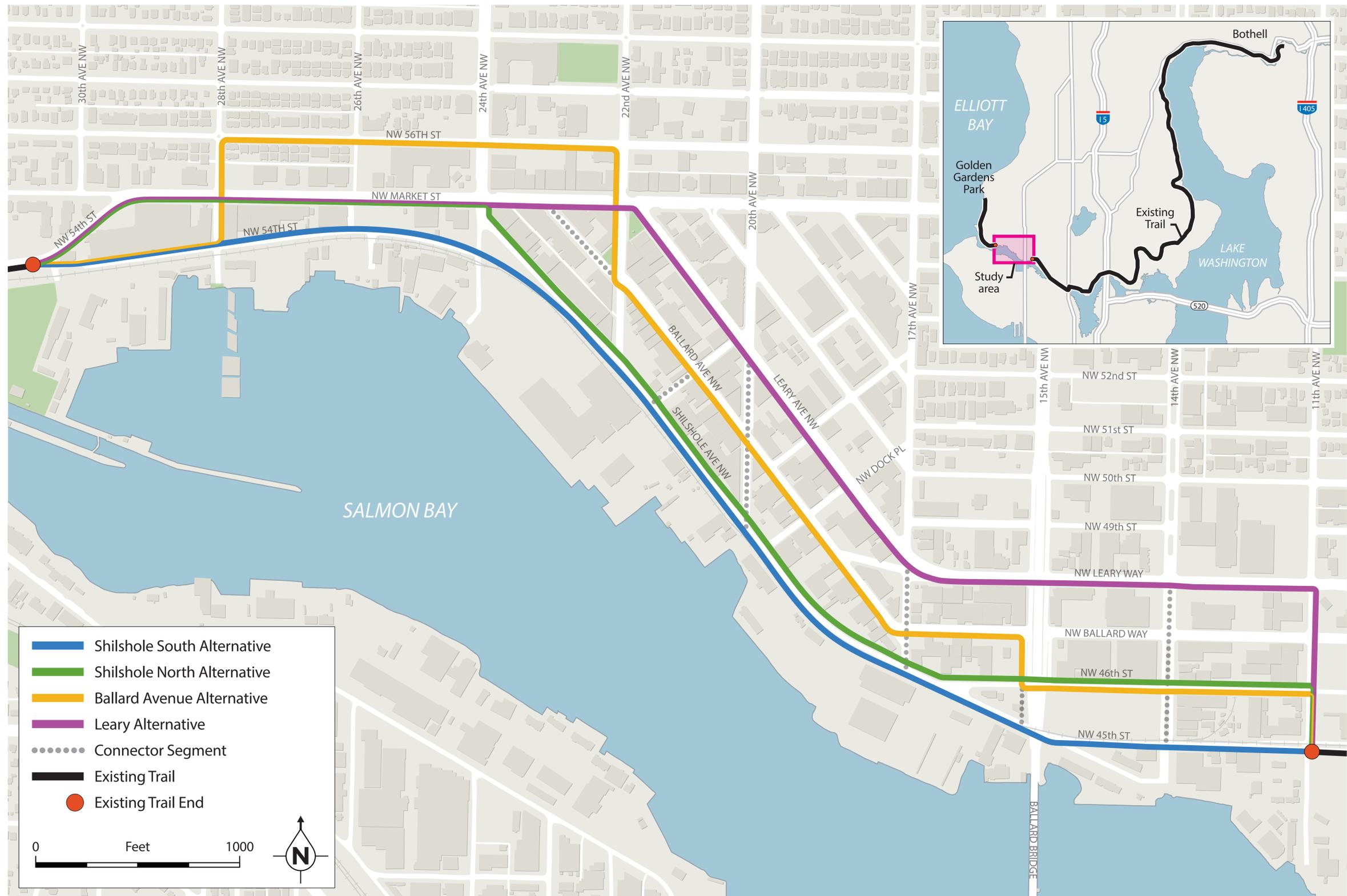
Project Timeline History



More project information available at: www.seattle.gov/transportation/bgt_ballard.htm

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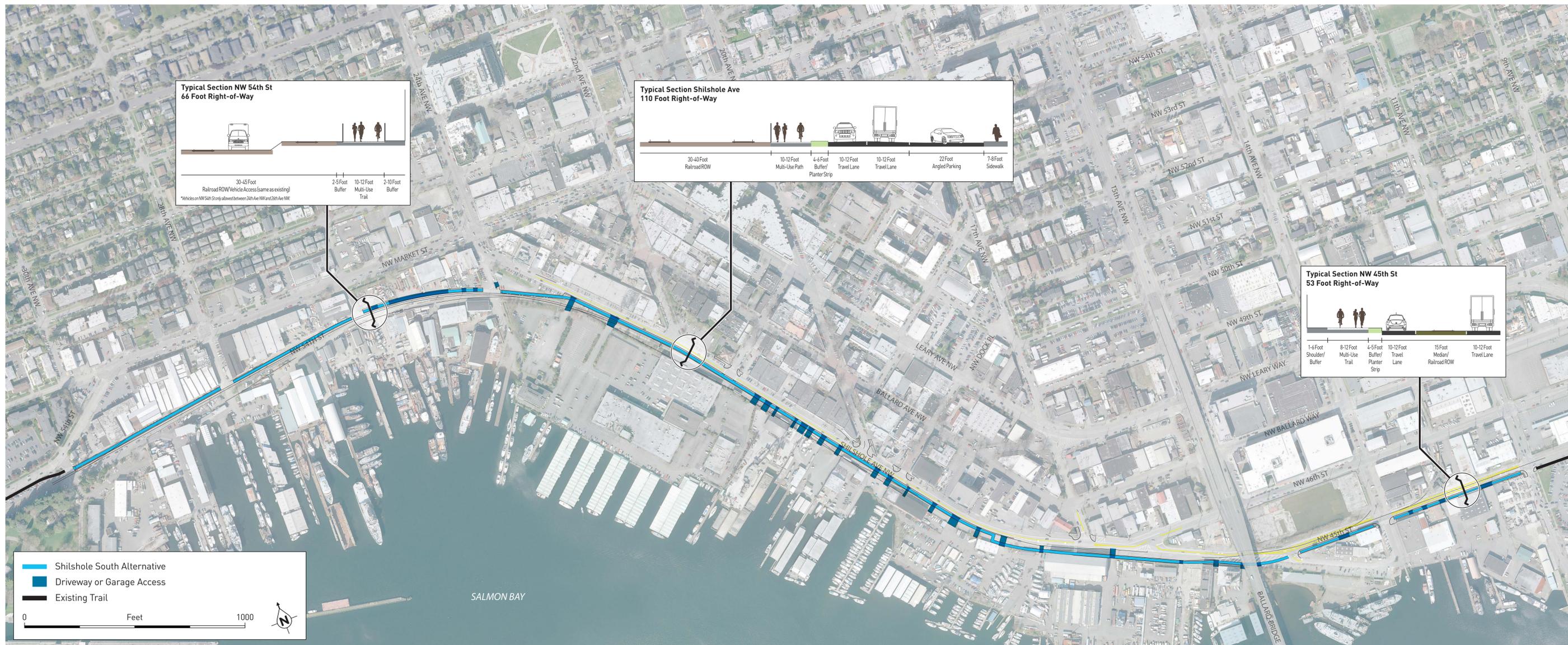
Map of All Alternatives



More project information available at: www.seattle.gov/transportation/bgt_ballard.htm

BURKE-GILMAN TRAIL MISSING LINK

Shilshole South Alternative



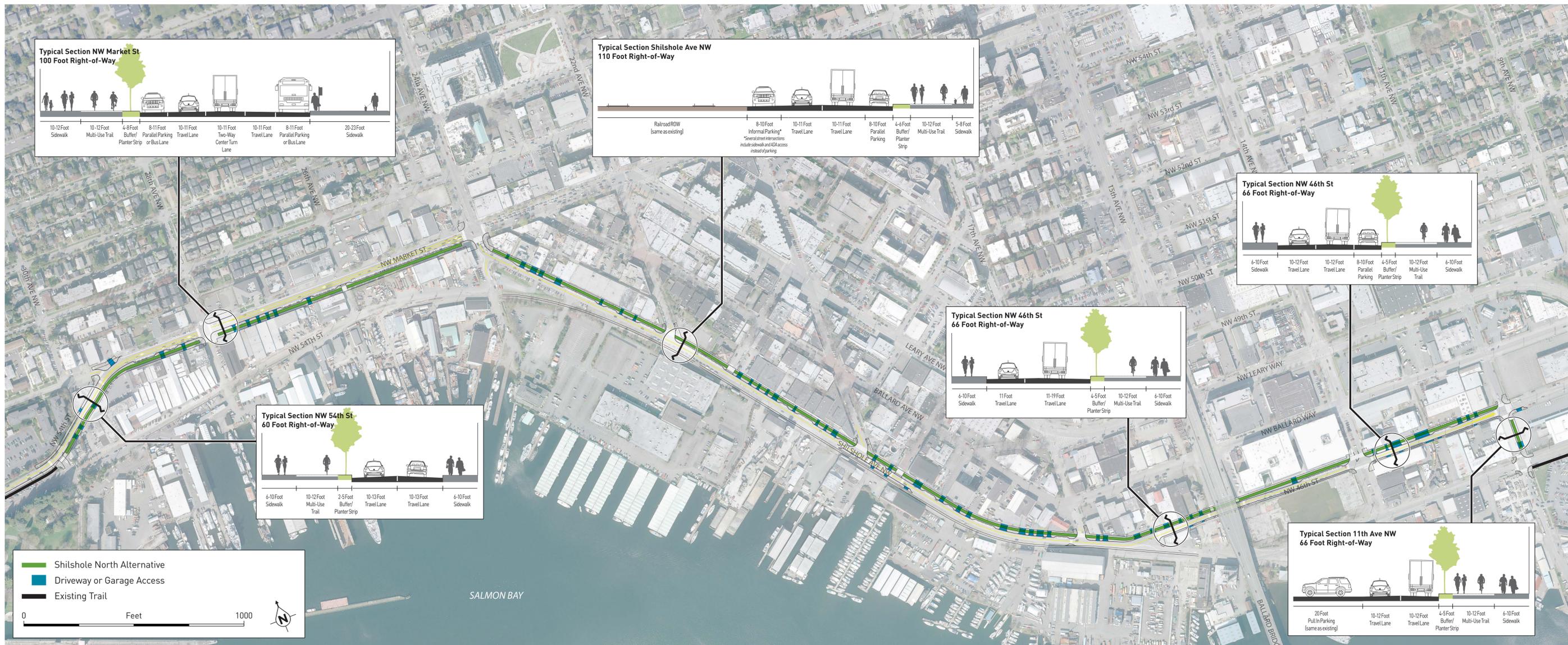
DESCRIPTION

- One half of alignment is adjacent to industrial uses that depend on freight mobility
- Pedestrian volumes and intersection crossings would be similar to other segments of the Burke-Gilman Trail
- Crosses 4 unsignalized roadway intersections
- Crosses about 41 driveways and loading docks
- Has the fewest driveways with sight distance concerns
- Removes 261 on-street parking spaces
- No removal of designated loading zone spaces
- Loses some undesignated loading zones

More project information available at: www.seattle.gov/transportation/bgt_ballard.htm

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Shilshole North Alternative



DESCRIPTION

- Two thirds of alignment is adjacent to industrial uses that depend on freight mobility
- Adjacent to highest number of uses dependent upon loading zone access
- Pedestrian volumes would be similar to other segments of the Burke-Gilman Trail except along NW Market St, where pedestrian volumes would be higher
- May cause transit delays on NW Market Street
- Crosses 14 roadway intersections, both signalized and unsignalized
- Crosses the most driveways and loading docks (about 58)
- Has the most driveways with sight distance concerns
- Removes 227 on-street parking spaces
- Potentially removes 10 generic loading zone spaces and 14 truck-only loading zone spaces

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Ballard Avenue Alternative



DESCRIPTION

- Half of alignment is adjacent to industrial uses that depend on freight mobility
- Has higher concentrations of pedestrians and roadway crossings than other segments of the Burke-Gilman Trail, particularly along Ballard Ave NW
- Conflicts with Ballard Farmers Market
- Crosses 16 roadway intersections, both signalized and unsignalized
- Crosses about 42 driveways and loading docks
- Removes 198 on-street parking spaces
- Removes 86 paid parking spaces (included in 198 total spaces)
- Potentially removes 10 generic loading zone spaces, 2 truck-only loading zone spaces, and 2 commercial vehicle loading zone spaces

More project information available at: www.seattle.gov/transportation/bgt_ballard.htm

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Leary Alternative



DESCRIPTION

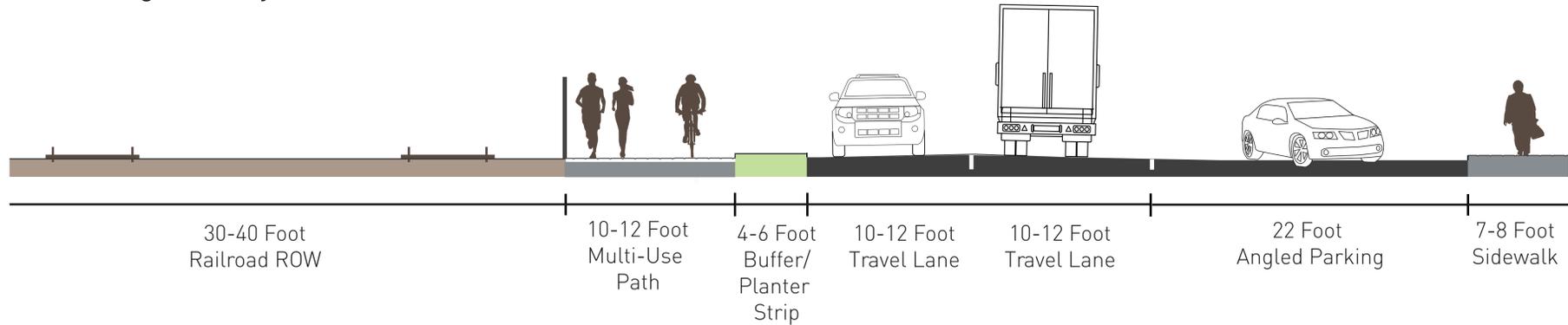
- One third of alignment is adjacent to industrial uses that depend on freight mobility
- Pedestrian volumes would be similar to other segments of the Burke-Gilman Trail except along NW Market St, where pedestrian volumes would be higher
- Crosses 13 roadway intersections, both signalized and unsignalized
- Crosses fewest driveways and loading docks (about 33)
- May cause transit delays on NW Market St and Leary Ave NW/NW Leary Way
- Worsens level of service at four study area intersections compared to No Build
- Removes 103 on-street parking spaces
- Potentially removes 8 generic loading zone spaces, 3 passenger loading zone spaces, and 4 truck-only loading zone spaces

More project information available at: www.seattle.gov/transportation/bgt_ballard.htm

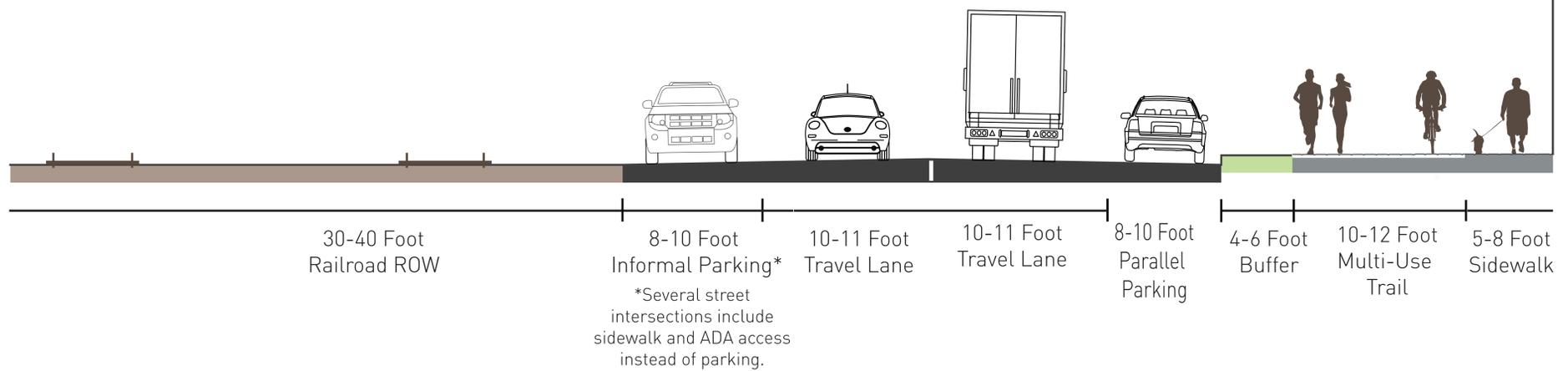
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Typical Cross-Sections (facing west)

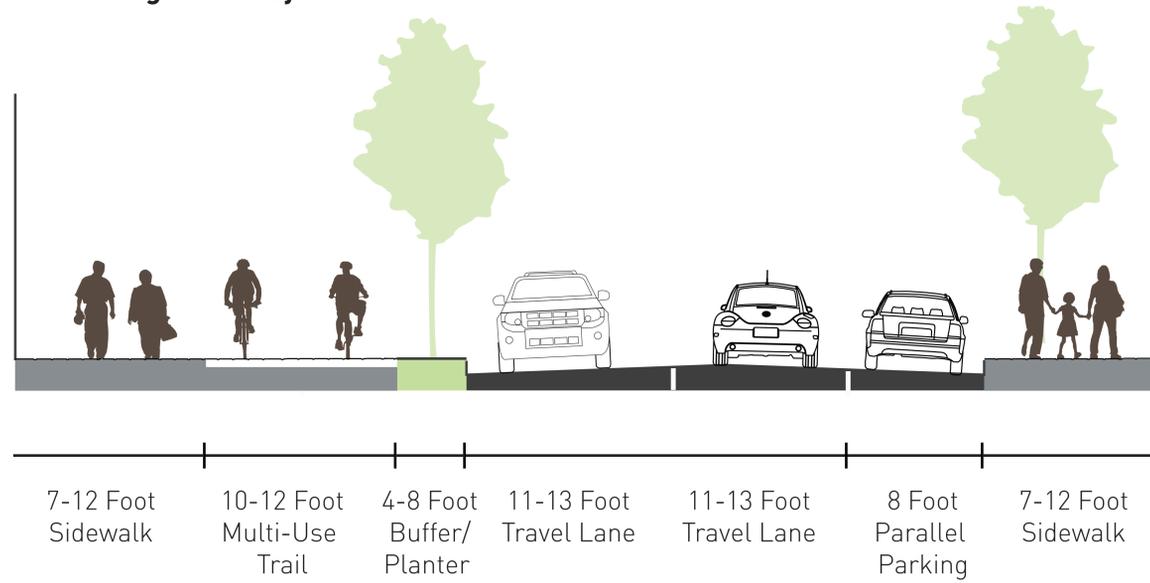
Shilshole South Alternative Typical Section Shilshole Ave 110 Foot Right-of-Way



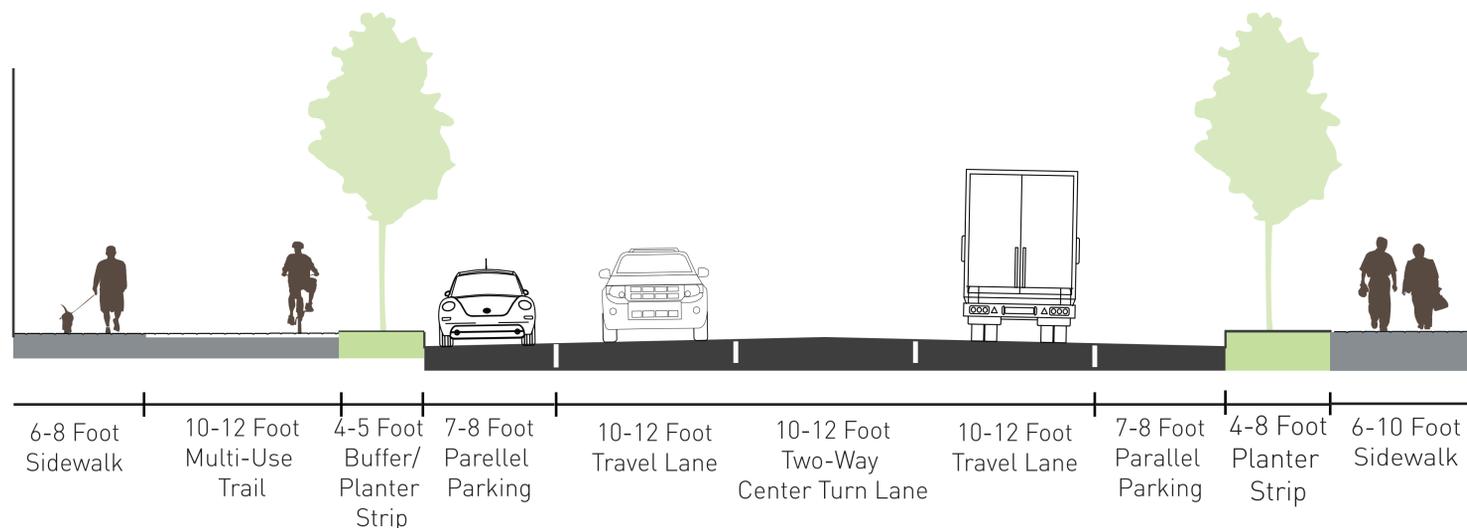
Shilshole North Alternative Typical Section Shilshole Ave NW 110 Foot Right-of-Way



Ballard Avenue Alternative Typical Section NW 56th St, 22nd Ave NW, Ballard Ave NW, NW Ballard Way 66 Foot Right-of-Way



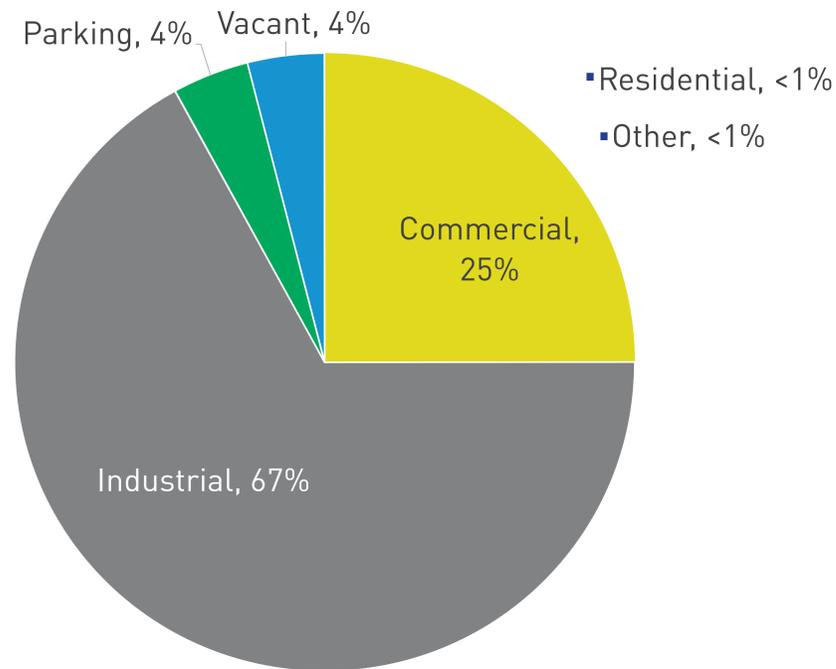
Leary Alternative Typical Section Leary Ave NW, NW Leary Way 90 Foot Right-of-Way



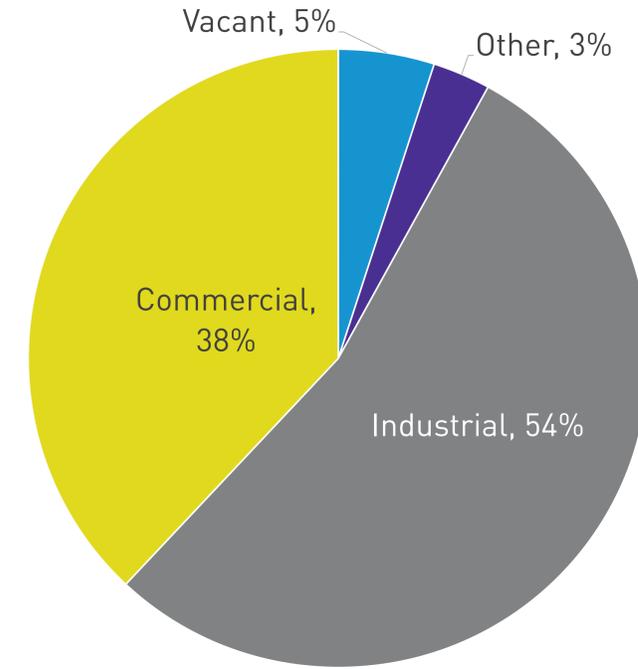
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Adjacent Land Use*

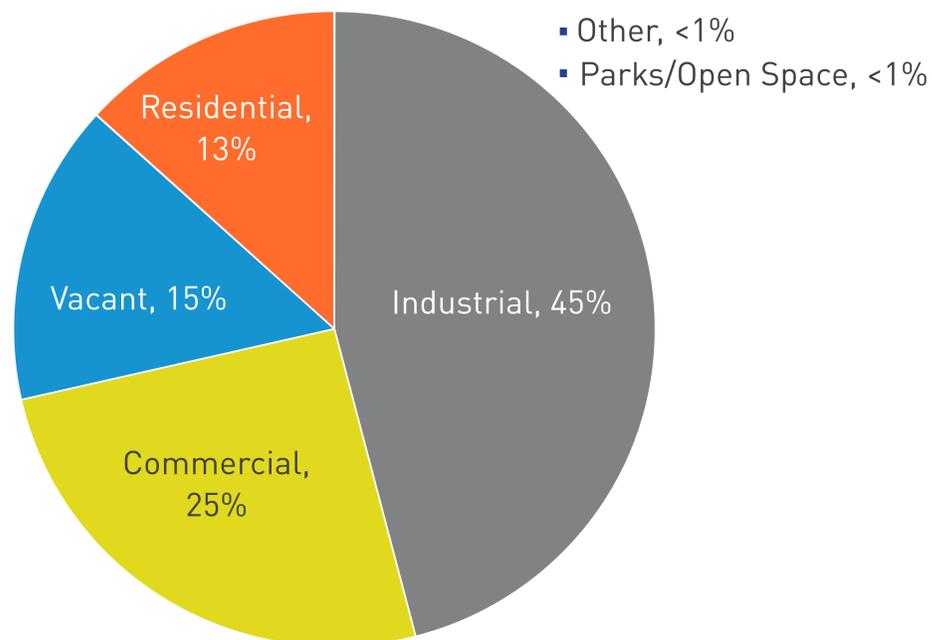
Shilshole North



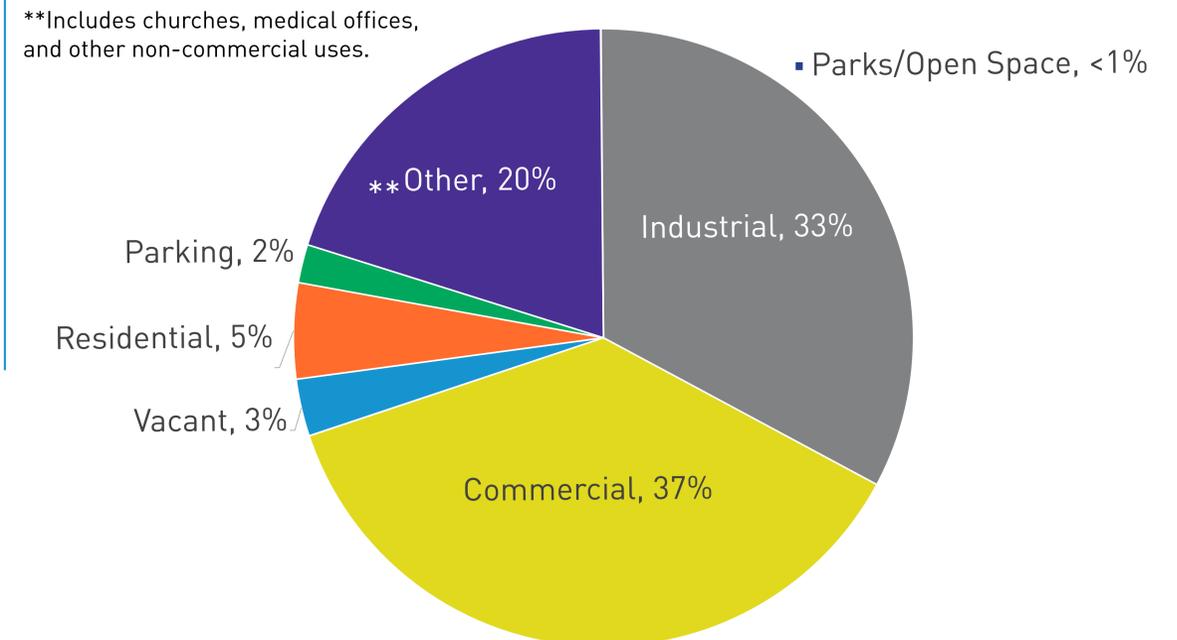
Shilshole South



Ballard Avenue



Leary



*As listed by the King County Assessor's office. Data refers to the side of the street on which the alternative is located.

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Operational Impacts*

	Shilshole South	Shilshole North	Ballard Avenue	Leary
Pedestrian and Bicycle Mobility	 Improves safety and completes trail			
Curb Space and Parking Loss	 261**	 227	 198 (of which 86 are paid)	 103
Transit Mobility	--	 Affects transit on Market St	--	 Affects transit on Market St and Leary
Driveway Delay (2040)	Max. 36-sec. delay due to trail and motor vehicle traffic	Max. 36-sec. delay due to trail and motor vehicle traffic	Max. 36-sec. delay due to trail and motor vehicle traffic	Max. 34-sec. delay due to trail and motor vehicle traffic
Reconfigure Loading/Access	 Up to 10 driveways/loading docks	 Up to 6 driveways/loading docks	 Up to 8 driveways/loading docks	 Up to 3 driveways/loading docks
Intersection Delay	 Improves due to new stoplight at Shilshole Ave/17th Ave NW and roadway reconfigurations	 Improves due to new stoplight at Shilshole Ave/17th Ave NW and roadway reconfigurations	 Improves due to new stoplight at Shilshole Ave/17th Ave NW and roadway reconfigurations	 Increases delay at several intersections on Leary due to reconfiguration of roadway cross-section
Freight Mobility	--	--	--	 Increases delay for trucks (highest volume truck traffic route)
Ballard Farmers Market	--	--		--
Ballard Avenue Historic District	--	--		--
Trail Crossings	Driveway/Loading Dock: 41	Driveway/Loading Dock: 58	Driveway/Loading Dock: 42	Driveway/Loading Dock: 33
	Intersection: 4	Intersection: 14	Intersection: 16	Intersection: 13

positive impact
 negative impact

-- neutral impact

*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

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Temporary Construction Impacts*

	Shilshole South	Shilshole North	Ballard Avenue	Leary
Pedestrian and Bicycle Mobility			 	--
Parking	 	 		
Transit Mobility	--		--	 
Freight Mobility				
Business Access				
Ballard Farmers Market	--	--		--
Ballard Avenue Landmark District	--	--		--
Ballard Terminal Railroad				--

 positive impact -- neutral impact
 negative impact

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Mitigation Measures

- Develop a Traffic Control Plan to minimize impacts on traffic operations
- Provide clearly marked detours to allow people driving, biking, or walking to safely travel to and through the project area
- Maintain access to properties throughout construction; coordinate with property owners or tenants for work directly in front of businesses
- Coordinate with transit providers to develop alternative transit stops or interim transit routes if needed
- Make accommodations for freight and service access as well as for oversized vehicles
- Maintain parking availability to the extent feasible
- Protect air and water quality and prevent spills of construction debris or hazardous materials
- Avoid disturbing vegetation and wildlife habitat whenever possible

