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 Overview

→ Project Need, History, & Past Work
→ Preferred Alignment
→ Schedule & Budget
→ Adjacent Projects
→ Charter
→ DAC Work Plan
Project Need, History, & Environmental
Complete the Burke-Gilman Trail through the Ballard industrial and urban hub neighborhood in a way that **ensures safety** of users and **preserves access** for adjacent property owners.
Project History & Past Stakeholder Work

1997
Adventure Trails purchases the Ballard Line (NW 54th Street) from BNSF

1999

2001
City Council directs SDOT to evaluate alternatives for Missing Link; SDOT initiates Ballard Corridor Design Study

2002
SDOT gathers public input

2003
SDOT completes Ballard Corridor Design Study
Council adopts Resolution 30583 identifying a preferred route

2004

2005

2006

2007
City Council adopts 2007 Bicycle Master Plan recommending completion of the BGT Missing Link

2008
November: SDOT conducts environmental review; Determination of Non-Significance (DNS) issued. SDOT holds design proposal open house

2009
June: First Hearing Examiner (HE) Decision: DNS affirmed

2010
June: First King County Superior Court (KCSC) Decision: Order of Remand for “piecemealing” requiring additional study of Shilshole Segment (Shilshole between 17th Avenue NW and NW Vernon Place)
July: Appellants request review by the Court of Appeals; Discretionary Review is denied

2012
March: Second KCSC Decision - Second Order of Remand, requiring additional design and study of Shilshole Segment
April: Revised DNS reissued with further design of Shilshole Segment
August: Third Hearing Examiner Decision - Reissued Revised DNS remanded for preparation of an EIS related to “traffic hazards” on the Shilshole Segment
September: Third Complaint filed in KCSC, challenging Hearing Examiner’s decision and requesting the City be required to prepare a full EIS
Fall/Winter: SDOT and Mayor McGinn commit to preparing a full EIS for the Missing Link and go forward with interim safety improvement projects

2013
2014 Bicycle Master Plan identifies Burke-Gilman Trail Missing Link as a priority

2014
SDOT commences scoping for the EIS in July and holds public meeting August 8

2015
Draft EIS preparation

2016
Draft EIS publication
Scoping (Preferences & Comments)

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

Route Preference
- Shilshole Avenue NW
- Leary Avenue NW / NW Leary Way
- General support of a trail (non-specified route)
- Ballard Avenue NW
- NW 58th Street (Greenway)
- Leary Avenue NW and/or NW Market Street
- Ballard Avenue NW or NW Leary Way
- Not Shilshole Avenue NW
- NW 46th Street

Concerns or Comments Raised
- Safety concerns
- Keep industrial corridor
- Parking concerns
- Project proceeding too slowly
- Trail would be good for the economy

Total Concerns or Comments Raised: 1080
- Safety concerns: 121
- Keep industrial corridor: 115
- Parking concerns: 41
- Project proceeding too slowly: 33
- Trail would be good for the economy: 803
Final EIS

- Updates and corrections to Draft EIS
- Responses to public comments
- Identification of a preferred alternative

Of approximately 4,400 public comments received:
- Over 600 unique letters, emails, or public testimony
- 79% preferred Shilshole Ave
- Safety and Farmers Market most often mentioned as concern
### Operational Impacts

<table>
<thead>
<tr>
<th></th>
<th>Preferred Alternative</th>
<th>Shilshole South</th>
<th>Shilshole North</th>
<th>Ballard Avenue</th>
<th>Leary</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transportation</strong></td>
<td>Improves LOS; potential transit delays along Market</td>
<td>Improves LOS</td>
<td>Improves LOS, potential transit delays along Market</td>
<td>Improves LOS; user conflicts with Farmers Market</td>
<td>Generally worsens LOS; transit delays along Market and Leary</td>
</tr>
<tr>
<td><strong>Parking Loss</strong></td>
<td>344</td>
<td>279</td>
<td>206</td>
<td>198 (86 paid)</td>
<td>82</td>
</tr>
<tr>
<td></td>
<td>&gt;Approx 62 unreg spaces could remain</td>
<td>&gt;Approx 68 unreg spaces could remain</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Driveway / Loading Dock Trail Crossings</strong></td>
<td>39</td>
<td>37</td>
<td>54</td>
<td>41</td>
<td>29</td>
</tr>
<tr>
<td><strong>Roadway intersection Trail Crossings</strong></td>
<td>6</td>
<td>6</td>
<td>14</td>
<td>15</td>
<td>17</td>
</tr>
<tr>
<td><strong>Vehicle Delay at Driveways (2040)</strong></td>
<td>11 seconds on average</td>
<td>11 seconds on average</td>
<td>10 seconds on average</td>
<td>12 seconds on average</td>
<td>27 seconds on average</td>
</tr>
<tr>
<td><strong>Driveways and Loading Docks reconfigured</strong></td>
<td>Up to 2</td>
<td>Up to 10</td>
<td>Up to 6</td>
<td>Up to 8</td>
<td>Up to 3</td>
</tr>
</tbody>
</table>

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

Burke-Gilman Trail Missing Link Preferred Alternative

SOURCE: IDAX 2015; ESA 2015; City of Seattle 2015
Service Layer Credits: Esri, USDA

February 2017
Typical Section of NW 54th St.

Existing Conditions (facing west)

Preferred Alternative (facing west)
Typical Section of NW Market St.

Existing Conditions (facing west)

- 23-30 Foot Sidewalk and Intermittent Landscape Buffer
  (3 Foot Parking Lane provided between Bus Stops)

Preferred Alternative (facing west)

- 8-12 Foot Sidewalk and Intermittent Landscape Buffer
- 12 Foot Multi-Use Trail
- 12 Foot Bus Zone
- 19-22 Foot Travel Lane with Bus Stop
- 23 Foot Sidewalk, Bus Stop
Existing Conditions (facing west)

Preferred Alternative (facing west)
Typical Section Shilshole Ave NW

Existing Conditions (facing west)

Preferred Alternative (facing west)
Typical Section NW 45th St.

Existing Conditions (facing west)

Preferred Alternative (facing west)
Schedule

- 2017 project design milestones:
  - Concept Design — Mid-July
  - Schematic Design — Mid-September
  - Design Development — Early November
  - Construction Documents — Late December
Budget

**PROJECT SEGMENTS (PRIOR PROJECTS)**

- Golden Gardens Park to 60th: $4.7M
- 60th to Ballard Locks: $3.4M
- Locks to 11th (Prior Missing Link design): $4.8M
- 11th to 8th: $2.4M
- Misc Corridor Improvements: $0.6M

**PROJECT SEGMENTS (CURRENT PROJECTS)**

- Locks to 11th (Current Missing Link): $12.5M
- Environmental Impact Statement: $2.5M

**BURKE-GILMAN TRAIL EXTENSION (ALL)**

- $30.9M
Adjacent Projects
Ship Canal Water Quality Project

<table>
<thead>
<tr>
<th>Subproject</th>
<th>Description</th>
</tr>
</thead>
</table>
| Ballard Early Works Package             | • Site Remediation  
  • Watermain  
  • New Electrical  
  • CSO Outfall Replacement  
  • 24th Ave Pier Replacement  
  • Streetend Closure (for construction only)                                                                                                           |
| Shilshole Pipe                          | • 54" CSO pipe in ROW to KC Ballard Siphon (on Shilshole between 24th and Dock Place)  
  • **Constructed under BGT contract**                                                                                                                  |
| Tunnel                                  | • 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)     | • Site and Building Construction                                                                                                                          |
Seattle RapidRide Expansion 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

<table>
<thead>
<tr>
<th>Year</th>
<th>G Line</th>
<th>H Line</th>
<th>Roosevelt</th>
<th>Market</th>
<th>Fremont</th>
<th>23rd</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Downtown Seattle to First Hill to Madison Valley</td>
<td>Downtown Seattle to Delridge to Burien</td>
<td>Downtown Seattle to Eastlake to Roosevelt</td>
<td>Ballard to Wallingford to U-District</td>
<td>Downtown Seattle to Fremont/Ballard to Northgate</td>
<td>Mt Baker to Central Area to U-District</td>
</tr>
<tr>
<td>2020</td>
<td>Roosevelt</td>
<td>Market</td>
<td>23rd</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2021</td>
<td>Roosevelt</td>
<td>Market</td>
<td>23rd</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2022</td>
<td>Roosevelt</td>
<td>Market</td>
<td>23rd</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2023</td>
<td>Roosevelt</td>
<td>Market</td>
<td>23rd</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2024</td>
<td>Roosevelt</td>
<td>Market</td>
<td>23rd</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Charter
DAC Work Plan
DAC and Public Input Opportunities
DAC Walking Tour and Meeting #3

• June 14 – DAC Walking Tour
  → Identify local conditions
  → Highlight potential challenge areas
  → Share local knowledge
  → Meet with key property owners

• June 15 – DAC Meeting #3
  → Debrief walking tour
  → SDOT to share project constraints, parameters, guidelines, and commitments
  → Discuss additional information needs
Questions?

louisa.galassini@seattle.gov | (206) 615-0185
www.seattle.gov/transportation/BGT_Ballard.htm

www.seattle.gov/transportation