Burke-Gilman Trail
Missing Link Project

Segment Workshop #1
Louisa Galassini, SDOT
June 27, 2017 – Presentations at 3:15, 4:15, and 5:15 PM
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
Project Need, History, & Past Work
Complete the Burke-Gilman Trail through the Ballard industrial and urban hub neighborhood in a way that ensures safety of all users and preserves access for adjacent property owners.
Scoping (Preferences & Comments)

For EIS process

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

Route Preference

- Blue: Shilshole Avenue NW
- Orange: Leary Avenue NW / NW Leary Way
- Gray: General support of a trail (non-specified route)
- Yellow: Ballard Avenue NW
- Green: NW 58th Street (Greenway)
- Cyan: Leary Avenue NW and/or NW Market Street
- Purple: Ballard Avenue NW or NW Leary Way
- Brown: Not Shilshole Avenue NW
- Black: NW 46th Street

Concerns or Comments Raised

- Safety concerns: 1080
- Keep industrial corridor: 121
- Parking concerns: 115
- Project proceeding too slowly: 41
- Trail would be good for the economy: 33

For EIS process:

- Aug 2013, EIS Scoping
- June 2015, Open House
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
• 77% preferred south side of 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>Transportation</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>Parking Loss</td>
<td>344 &gt;Approx 62 unreg spaces could remain</td>
<td>279 &gt;Approx 68 unreg spaces could remain</td>
<td>206</td>
<td>198 (86 paid)</td>
<td>82</td>
</tr>
<tr>
<td>Driveway / Loading Dock Trail Crossings</td>
<td>39</td>
<td>37</td>
<td>54</td>
<td>41</td>
<td>29</td>
</tr>
<tr>
<td>Roadway intersection Trail Crossings</td>
<td>6</td>
<td>6</td>
<td>14</td>
<td>15</td>
<td>17</td>
</tr>
<tr>
<td>Vehicle Delay at Driveways (2040)</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>Driveways and Loading Docks reconfigured</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

Burke-Gilman Trail Missing Link Preferred Alignment

Legend:
- Existing Burke-Gilman Trail
- Missing Link
Typical Section of NW 54th St.

Existing Conditions (facing west)

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

Existing Conditions (facing west)

Preferred Alternative (facing west)
Schedule & Budget
Schedule

• 2017 project design milestones:
  → Concept Design – Late July
  → Schematic Design – Mid-September
  → Design Development – Early November
  → Construction Documents – Late December
  → Construction – Spring 2018-Spring 2019
Budget

Burke-Gilman Extension Budget

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

**Current Extension Projects**
- Environmental Impact Statement: $2.5M
- Locks to 11th (Current Missing Link design)

**Total Trail Extension:** $30.9M
Adjacent Projects
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>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>G Line</strong> Downtown Seattle to First Hill to Madison Valley</td>
<td><strong>H Line</strong> Downtown Seattle to Delridge to Burien</td>
<td>Roosevelt Downtown Seattle to Eastlake to Roosevelt Rainier Downtown Seattle to Mt Baker to Rainier Beach</td>
<td>Market Ballard to Wallingford to U-District</td>
<td>Fremont Downtown Seattle to Fremont/Ballard to Northgate</td>
<td>23rd Mt Baker to Central Area to U-District</td>
</tr>
</tbody>
</table>
# Ship Canal Water Quality Project

## Subproject Description

<table>
<thead>
<tr>
<th>Subproject</th>
<th>Description</th>
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</table>
| Ballard Early Works Package         | • Site Remediation  
• Watermain  
• New Electrical  
• CSO Outfall Replacement  
• 24th Ave Pier Replacement  
• Street end 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 |

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*Seattle Department of Transportation*
Public Input Opportunities

- Provide your thoughts to the Design Advisory Committee: BGT_MissingLink_DAC@seattle.gov
- Sign up for email updates: BGT_MissingLink@seattle.gov
- Call the project team: (206) 256-5264
- Request a briefing. We are happy to join your meeting.
- Visit the website for updates and upcoming events: seattle.gov/transportation/BGT_MissingLink.htm
- Attend upcoming events:
  - Design Advisory Committee Meetings
  - Segment Workshops
  - Public Events
  - Local Fairs and Festivals
Questions?

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

www.seattle.gov/transportation