Burke-Gilman Trail Missing Link Project

Segment Workshop #2
Louisa Galassini, SDOT
June 29, 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.
Project History & Past Stakeholder Work

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

2000
- 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
- November: SDOT conducts environmental review; Determination of Non-Significance (DNS) issued.
- SDOT holds design proposal open house

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

2008
- June: First Hearing Examiner (HE) Decision: DNS affirmed

2009
- 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

2010
- 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

2011
- February: Revised DNS issued
- July: Second Hearing Examiner Decision: Revised DNS affirmed

2013
- SDOT commences scoping for the EIS in July and holds public meeting August 8

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

2015
- Draft EIS preparation

2016
- Draft EIS publication
- Final EIS preparation

2017
- May: Final EIS publication
- Begin Missing Link Design
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
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</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>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
Preferred Alignment

Burke-Gilman Trail Missing Link Preferred Alignment
Typical Section Shilshole Ave NW

Existing Conditions (facing west)

- 30-50 Foot Railroad ROW
- 15-20 Foot Informal Parking
- 12 Foot Travel Lane
- 12 Foot Travel Lane
- 22 Foot Back-In Parking
- 7-8 Foot Sidewalk

Preferred Alternative (facing west)

- 30-40 Foot Railroad ROW
- 2 Foot Buffer/Planter Strip
- 10-12 Foot Multi-Use Path
- 2 Foot Buffer/Planter Strip
- 10-12 Foot Travel Lane
- 10-12 Foot Travel Lane
- 22 Foot Back-In Parking
- 7-8 Foot Sidewalk
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
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 LAKES
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></th>
<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></td>
<td>Downtown Seattle to First Hill to Madison Valley</td>
<td>H Line</td>
<td>Downtown Seattle to Delridge to Burien</td>
<td>Roosevelt</td>
<td>Downtown Seattle to Eastlake to Roosevelt</td>
<td>Market</td>
</tr>
</tbody>
</table>

Seattle
Department of Transportation

17
Ship Canal Water Quality Project

<table>
<thead>
<tr>
<th>Subproject</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ballard Early Works Package</strong></td>
<td>• Site Remediation&lt;br&gt;• Watermain&lt;br&gt;• New Electrical&lt;br&gt;• CSO Outfall Replacement&lt;br&gt;• 24th Ave Pier Replacement&lt;br&gt;• Street end Closure (for construction only)</td>
</tr>
<tr>
<td><strong>Shilshole Pipe</strong></td>
<td>• 54&quot; CSO pipe in ROW to KC Ballard Siphon (on Shilshole between 24th and Dock Place)&lt;br&gt;• Constructed under BGT contract</td>
</tr>
<tr>
<td><strong>Tunnel</strong></td>
<td>• 2.7-mile tunnel to hold stormwater and some sewage during heavy rains&lt;br&gt;• Launch Pit at former Yankee Diner Parking Lot, spoils will be hauled by barge&lt;br&gt;• Drop Shaft at 11th/45th will require temporary rerouting of Burke-Gilman Trail</td>
</tr>
<tr>
<td><strong>Tunnel Effluent Pump Station (TEPS)</strong></td>
<td>• Site and Building Construction</td>
</tr>
</tbody>
</table>

Legend:
- Conveyance
- Pump Station
- Force Main
- Siphon
- SCWQP Tunnel
- Drop Structure
- Outfall
- Combined Sewer Flow
- 0 400 800 1200 Scale in Feet
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