Burke-Gilman Trail
Missing Link Project

Public Event #1
Louisa Galassini, SDOT Project Manager
July 13, 2017 – Presentations at 5:30 & 6:45 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
SDOT’s Project Mission and Vision

Complete the Burke-Gilman Trail to create a **safe, direct, and well-defined route** for people of **all ages and abilities** traveling across the City and through Ballard. **Improve predictability** for motorized and non-motorized users while maintaining safe **truck and freight access** to local businesses.
Project History & Past Stakeholder Work

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

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.

2004
City Council adopts Resolution 30583 identifying a preferred route.

2005
November: SDOT conducts environmental review; Determination of Non-Significance (DNS) issued.

2006
Council adopts Resolution 30583 identifying a preferred route.

2008
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
SDOT commences scoping for the EIS in July and holds public meeting August 8.

2014
February: Revised DNS issued.

July: Second Hearing Examiner Decision: Revised DNS affirmed.

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

2015
Draft EIS preparation.

2016
Draft EIS publication.

2017
Final EIS preparation.

2017
May: Final EIS publication.

2017
Begin Missing Link Design.
Final EIS

• Evaluated five route alternatives:
  • Shilshole South
  • Shilshole North
  • Ballard Avenue
  • Leary Avenue
  • Preferred Alternative

• Assessed potential impacts:
  • Traffic and transit
  • Parking impacts
  • Driveway and loading docks
  • Intersections
What We Heard

- Shilshole South: 77%
- None Stated: 9%
- Shilshole North: 2%
- Either Shilshole Alignment: 2%
- Other: 1%
- Leary: 5%
- No Build: 2%
- Hybrid: 1%
- Ballard Ave: 1%
What We Heard

- Farmers Market
- Trail Design
- Safety
- Race & Social Justice
- Other
- Industrial Corridor
- Historic Ballard
- Directness of route
- Decision Process
- Cost of trail
- Ballard Terminal RR
Preferred Alignment
Preferred Alignment

Burke-Gilman Trail Missing Link Preferred Alignment

LEGEND
- Existing Burke-Gilman Trail
- Missing Link

Seattle Department of Transportation
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)
Road Re-channelization
Benefits: reduced crashes

4-Lane

3-Lane
# Road Re-channelization

**Benefits:** reduced speeding and collisions

<table>
<thead>
<tr>
<th>Street</th>
<th>ADT Before</th>
<th>ADT Change</th>
<th>Injury Collisions</th>
<th>Aggressive Speeding (40+ MPH)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stone Way N</td>
<td>13,900</td>
<td>-6%</td>
<td>-33%</td>
<td>-75%</td>
</tr>
<tr>
<td>Fauntleroy Way SW</td>
<td>17,599</td>
<td>+0.3%</td>
<td>-72%</td>
<td>-13%</td>
</tr>
<tr>
<td>S Columbian Way</td>
<td>12,300</td>
<td>+15%</td>
<td>-19%</td>
<td>-46%</td>
</tr>
<tr>
<td>Nickerson Street</td>
<td>18,500</td>
<td>-1%</td>
<td>-20%</td>
<td>-93%</td>
</tr>
<tr>
<td>NE 125&lt;sup&gt;th&lt;/sup&gt; Street</td>
<td>13,600</td>
<td>+11%</td>
<td>-8%</td>
<td>-69%</td>
</tr>
<tr>
<td>N 130&lt;sup&gt;th&lt;/sup&gt; Street</td>
<td>13,298</td>
<td>+0.5%</td>
<td>-75%</td>
<td>-87%</td>
</tr>
<tr>
<td>Ellis Avenue S</td>
<td>9,855</td>
<td>-39%</td>
<td>-24%</td>
<td>-30%</td>
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</table>
Road Re-channelization
Example: Nickerson St

Nickerson Street before

Nickerson Street after
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 & Budget
Schedule

2017-2019 project milestones:

- **Concept Design** – Late July 2017
- **Schematic Design** – Mid-September 2017
- **Design Development** – Early November 2017
- **Construction Documents** – Late December 2017
- **Construction** – Spring 2018-Spring 2019
Budget

Burke-Gilman Extension Budget

<table>
<thead>
<tr>
<th>Extension Projects</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Completed Extension Projects</strong></td>
<td>$15.9M</td>
</tr>
<tr>
<td>1. Golden Gardens Park to 60th</td>
<td>$4.7M</td>
</tr>
<tr>
<td>2. 60th to Ballard Locks</td>
<td>$3.4M</td>
</tr>
<tr>
<td>3. Locks to 11th</td>
<td>$4.8M</td>
</tr>
<tr>
<td>4. Prior Missing Link design</td>
<td>$2.4M</td>
</tr>
<tr>
<td>5. Misc Corridor Improvements</td>
<td>$0.6M</td>
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<table>
<thead>
<tr>
<th>Current Extension Projects</th>
<th>Cost</th>
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</thead>
<tbody>
<tr>
<td>6. Environmental Impact Statement</td>
<td>$2.5M</td>
</tr>
<tr>
<td>7. Locks to 11th</td>
<td>$12.5M</td>
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**Total Cost**

$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>Year</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<tbody>
<tr>
<td>G Line</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>Ballard to Wallingford to U-District</td>
<td>Fremont</td>
</tr>
<tr>
<td>Rainier</td>
<td>Downtown Seattle to Eastlake to Roosevelt</td>
<td>Rainier Beach</td>
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Ship Canal Water Quality Project

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