# Agenda

<table>
<thead>
<tr>
<th>Time</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>2:30 – 2:45 p.m.</td>
<td>Introductions</td>
</tr>
<tr>
<td>2:45 – 3:10 p.m.</td>
<td>Corridor-wide Updates</td>
</tr>
<tr>
<td>3:10 – 3:35 p.m.</td>
<td>Design Updates</td>
</tr>
<tr>
<td>3:35 – 4:05 p.m.</td>
<td>Design Treatment Considerations</td>
</tr>
<tr>
<td>4:05 – 4:10 p.m.</td>
<td>Public Comment</td>
</tr>
<tr>
<td>4:10 – 4:30 p.m.</td>
<td>Wrap Up and Next Steps</td>
</tr>
<tr>
<td>4:30 p.m.</td>
<td>Adjourn</td>
</tr>
</tbody>
</table>
Corridor-wide Updates
1% for the Arts Update

• Funding approval granted from the PAAC (late July)
• Artist selection process is underway (led by SDOT art manager)
• Early ideas: Wave Rave Cave Relocation, Creative industrial signage, Buffer zone improvement, Calypso

Wave Rave Cave and Ballard Bridge at Leary Ave
Outreach and Design Considerations: People with Disabilities

• ADA Standards

• Mark Adreon
  → Co-chair of Seattle’s Commission for People with Disabilities
  → WA State Department of Services for the Blind
### Corridor-wide Parking Counts

#### Retained Parking Spaces Corridor-Wide

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Retained in EIS</th>
<th>Retained in 30% Design</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>595</td>
<td>251</td>
<td>437</td>
</tr>
</tbody>
</table>

#### Key

- Red = loss
- Yellow = no change
- Blue = gain

**SEGMENT 1**

- Parking Spaces
  - Baseline: 94
  - 30% Design: 101
  - Change: 7

**SEGMENT 2**

- Parking Spaces
  - Baseline: 451
  - 30% Design: 308
  - Change: -143

**SEGMENT 3**

- Parking Spaces
  - Baseline: 50
  - 30% Design: 28
  - Change: -22
# City Parking Management

<table>
<thead>
<tr>
<th>Agency</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>SDOT</td>
<td>On-street parking, e-Park, parking policies</td>
</tr>
<tr>
<td>SDCI</td>
<td>Land use regulations, parking requirements</td>
</tr>
<tr>
<td>FAS</td>
<td>Commercial Parking Tax, parking facility regulations and licenses</td>
</tr>
<tr>
<td>SPD</td>
<td>On-street parking enforcement</td>
</tr>
<tr>
<td>SMC</td>
<td>Parking ticket adjudication</td>
</tr>
<tr>
<td>OED</td>
<td>Business district awareness, BIAs</td>
</tr>
</tbody>
</table>
ROW and Functions

- Access for Commerce
- Access for People
- Activation
- Greening
- Mobility
- Storage
# Seattle Priorities for Curb/Flex Zone

Priorities for Right-of-Way “Flex Zone” by Predominant Use of Area

<table>
<thead>
<tr>
<th>Commercial/Mixed-Use Areas</th>
<th>Industrial Areas</th>
<th>Residential Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Modal plan priorities</td>
<td>Modal plan priorities</td>
<td>Modal plan priorities</td>
</tr>
<tr>
<td>Access for commerce</td>
<td>Access for commerce</td>
<td>Access for people</td>
</tr>
<tr>
<td>Access for people</td>
<td>Access for people</td>
<td>Access for commerce</td>
</tr>
<tr>
<td>Activation</td>
<td>Storage</td>
<td>Greening</td>
</tr>
<tr>
<td>Greening</td>
<td>Activation</td>
<td>Storage</td>
</tr>
<tr>
<td>Storage</td>
<td>Greening</td>
<td>Activation</td>
</tr>
</tbody>
</table>
### Parking Management Tools

<table>
<thead>
<tr>
<th>Parking Type</th>
<th>Typical Area of Use</th>
<th>Limits/Rules</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unrestricted Parking</td>
<td>![House][Small] ![Commercial][Large]</td>
<td>72-hour citywide parking limit</td>
</tr>
<tr>
<td>Restricted Parking Zone (RPZ)</td>
<td>![House][Small]</td>
<td>Rules vary by zone</td>
</tr>
<tr>
<td>Unpaid Time Limits</td>
<td>![Small Business][Small]</td>
<td></td>
</tr>
<tr>
<td>Paid Parking with Time Limits</td>
<td>![Small Business][Small] ![Commercial][Large]</td>
<td></td>
</tr>
<tr>
<td>Passenger and General Load Zones</td>
<td>![House][Small] ![Small Business][Small] ![Commercial][Large]</td>
<td></td>
</tr>
<tr>
<td>Commercial Vehicle and Truck Load Zones</td>
<td>![Commercial][Large] ![Small Commercial][Small] ![Small Office/Industrial][Small]</td>
<td></td>
</tr>
</tbody>
</table>
Design Updates
West End of Alignment Meeting Input

- Change to one-way westbound
- Change to one-way northbound
- Adjust northbound striping for easier merge
- Complete paving here
- Change to one-way eastbound
- Add stop controls

TO GOLDEN GARDENS

NW 54TH ST

BALLARD LOCKS

NW 56TH ST

NW MARKET ST

SHILSHOLE AVE NW

SALMON BAY
## Daily Driveway Traffic Volumes

<table>
<thead>
<tr>
<th>ID</th>
<th>Driveway Location</th>
<th>Total Number of Vehicles</th>
<th>Vehicle Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Small</td>
</tr>
<tr>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td>1</td>
<td>NW 54&lt;sup&gt;th&lt;/sup&gt; St/Ballard Locks</td>
<td>300</td>
<td>210</td>
</tr>
<tr>
<td>7</td>
<td>Shilshole Ave NW/Stimson Marina</td>
<td>475</td>
<td>505</td>
</tr>
<tr>
<td>8</td>
<td>Shilshole Ave NW/Salmon Bay Center</td>
<td>435</td>
<td>405</td>
</tr>
<tr>
<td>9</td>
<td>Shilshole Ave NW/Salmon Bay Sand and Gravel</td>
<td>125</td>
<td>135</td>
</tr>
<tr>
<td>10</td>
<td>Shilshole Ave NW/Covich Williams</td>
<td>40</td>
<td>30</td>
</tr>
<tr>
<td>11</td>
<td>Shilshole Ave NW/Salmon Bay Café</td>
<td>150</td>
<td>130</td>
</tr>
<tr>
<td>12</td>
<td>Shilshole Ave NW/Hatton Marine/Ballard Mill Marina</td>
<td>185</td>
<td>200</td>
</tr>
<tr>
<td>13</td>
<td>Shilshole Ave NW/CSR Marine</td>
<td>155</td>
<td>165</td>
</tr>
<tr>
<td>14</td>
<td>NW 45&lt;sup&gt;th&lt;/sup&gt; St/Ballard Insulation</td>
<td>65</td>
<td>30</td>
</tr>
<tr>
<td>15</td>
<td>NE 45&lt;sup&gt;th&lt;/sup&gt;/Dovetail General Contractors</td>
<td>110</td>
<td>140</td>
</tr>
<tr>
<td>16</td>
<td>NW 54&lt;sup&gt;th&lt;/sup&gt; St/Triad Ballard Development</td>
<td>170</td>
<td>105</td>
</tr>
<tr>
<td>17</td>
<td>NW 54&lt;sup&gt;th&lt;/sup&gt; St/Trident Seafood Retail</td>
<td>195</td>
<td>230</td>
</tr>
</tbody>
</table>

Final EIS: Transportation Discipline Report
Proposed LED Signs on Shilshole Ave NW

- Salmon Bay Sand and Gravel
- Covich Williams
- Sagstad Marina
- Salmon Bay Café
- Hatton Marine
NW Market St Sidewalk Seating

8oz Burger Co. sidewalk seating
NW Market St Mixing Zone
Paving Treatment Options

Delineator options

University of Washington example
Trail Maintenance Responsibilities

*(limits are approximate)*
Briefing Outcomes and Feedback

• Seattle Design Commission (8/3)
  o Unanimously approved 30% design
  o Recommended that the team further study:
    ➢ More landscaping and refuge on Shilshole
    ➢ Further study at 24th/Market mixing zone
    ➢ Trail Amenities

• Ballard Ave Landmark District Board (8/10)
  o Parking concerns
  o Requested more landscaping
Landscaping Options and Impacts

[Map showing various points and areas with numbers and labels, with a legend for EXISTING TRAIL, MISSING LINK, ANTICIPATED TREE REMOVAL, POTENTIAL PLANTING AREA, and BALLARD LOCKS.]

Seattle Department of Transportation
Additional Design Updates

- Additional modeling for truck turning
- Segment 3 trail placement and parking
Design Treatment Considerations
Design Treatment Considerations

• Role of Independent Design Advisor
  → Obtain understanding of challenges
  → Provide independent research
    • Highlight best practices
    • Identify potential innovative ideas based on principles
  → Review plans
  → Develop strategies to reach agreement on resolution of corridor challenges
Topics To Cover

• Mixing Zone at 24th Street/Market Avenue
• 54th Street/Market Avenue Bus Stop
• Driveways
  → Priority determination
  → Trail yields or Trucks yield
  → Visibility
• Policies on Trucks
• Recommend Field Testing
Design Treatment Considerations

• 24th Street/Market Avenue Conflict Zone
  → Alert users to mixing area
    • Texture
    • Signing
    • Marking
  → Pedestrian Prioritization
  → Maintain trail corridor
Design Treatment Considerations

• 24th Street/Market Avenue Conflict Zone
Design Treatment Considerations

• 54th Street/Market Avenue Bus Stop
  → Transition pedestrians across trail to sidewalk and crosswalk
Design Treatment Considerations

• Driveways
  1. Priority to Trail
     • Current Design
  2. Priority to Driveway
     • Yield control on trail (where sufficient sight distance is available)
Design Treatment Considerations
Design Treatment Considerations

• Driveways
  → Determine Priority
  → Minimize interruptions for trail users
  → Prioritize trucks on high volume driveways
    • Context-based determination
    • ~500 trucks/day or more (trucks entering/exiting driveway nearly every minute during peaks)
Design Treatment Considerations

- **Driveways:** Preliminary suggestions for future consideration.
Design Treatment Considerations

• Driveways: Preliminary suggestions for future consideration
Design Treatment Considerations

- **Driveways**: Preliminary suggestions for future consideration
Design Treatment Considerations

- Driveways (Trail Yield)
  - Advance warning
  - Actuated LED Warning Signs
  - Narrow trail and add centerline at driveways
Design Treatment Considerations

- Driveways (Trail Yield)
Design Treatment Considerations

• Driveways (Trucks Yield)
  → Trail crossing signs
  → LED Warning Signs (actuated by trail users)
  → Turning vehicles yield to trail users
Design Treatment Considerations

• Visibility
  → Limit vertical elements in buffer with sight line considerations
  → Mirrors to view trail next to truck
  → Sight distance for all users
Design Treatment Considerations

• Policies For trucks
  → Stay within its lane (e.g., rightmost lane to rightmost lane)
    • Typically State DOTs and higher order facilities (ramp terminals)
  → Encroach into adjacent lane (in the same direction)
    • Higher order facilities (e.g., minor arterials and collectors)
  → Use all pavement (including opposing lanes)
    • Downtown areas in numerous cities
Design Treatment Considerations

• Field Testing
  → Success Story of Field Test with Freight Industry in Oregon
  → Obtain agreement from Freight Industry after memorandum on roundabouts on state facilities in...
Design Treatment Considerations

- Field Testing: US20/Barclay Drive Roundabout
Design Treatment Considerations

• Field Testing: Designing for Trucks
  → Full-scale test in two locations
  → Tested 18 truck/trailer combinations
  • Up to 130’ in length
  → All test vehicles made it through the roundabout
Design Treatment Considerations

• Field Testing: Go Pros
Design Treatment Considerations

• Field Testing: Field Documentation
Design Treatment Considerations

• Field Testing: Example of Before
Design Treatment Considerations

• Field Testing: Example of Illustrating After
Design Treatment Considerations

• Field Testing: Example of Before
Design Treatment Considerations

• Field Testing: Example of Illustrating After
Design Treatment Considerations

- Field Testing: Possible Locations (today)
Design Treatment Considerations

• Field Testing: Possible Locations (future)
Questions and Discussion

• THANK YOU!

• Hermanus Steyn at Kittelson & Associates, Inc.
  → Phone: (503) 535-7455
  → Email: hsteyn@kittelson.com
  → Other Team Members: Conor Semler, Caitlin Doolin and Karla Kingsley
Public Comment
Wrap-up and Next Steps
## Updated DAC Work Plan

<table>
<thead>
<tr>
<th>Meeting</th>
<th>Updated Schedule</th>
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</thead>
<tbody>
<tr>
<td>DAC Meeting #5 (today)</td>
<td>August 17</td>
</tr>
<tr>
<td>DAC Meeting #6 &amp; All-Segment Workshop</td>
<td>September 28</td>
</tr>
<tr>
<td></td>
<td>• DAC, 2-4 PM</td>
</tr>
<tr>
<td></td>
<td>• Workshop, 4:30–6:30 PM</td>
</tr>
<tr>
<td>Public Event</td>
<td>October 12</td>
</tr>
<tr>
<td>Self-guided Public Walking Tour</td>
<td>October 14</td>
</tr>
<tr>
<td>DAC Meeting #7</td>
<td>October 26</td>
</tr>
<tr>
<td>DAC Meeting #8</td>
<td>November 16</td>
</tr>
<tr>
<td>DAC Meeting #9</td>
<td>January 11, 2018</td>
</tr>
<tr>
<td>Public Event #3</td>
<td>January 18</td>
</tr>
<tr>
<td>DAC Meeting #10</td>
<td>February 1</td>
</tr>
</tbody>
</table>
burke-gilman trail missing link project
DAC and public outreach events and milestones

May 2017

June

July

August

September

October

November

December

January 2018

DAC meeting*
(All DAC meetings are anticipated to run from 2:30 - 4:50 PM)

Segment workshop
(Segment workshops are scheduled to run from 3 - 6 PM)

Public event
Thank you!

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

www.seattle.gov/transportation