Burke-Gilman Trail Missing Link Project
Our mission, vision, and core values

**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**
## Agenda

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<th>Time</th>
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<tr>
<td>2:30 – 2:45 PM</td>
<td>Introductions and progress update</td>
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<td>2:45 – 3:05 PM</td>
<td>SPU Ship Canal Water Quality Project</td>
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<td>Wrap up</td>
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Progress updates
Appeal updates
Mayor’s Office update
SPU Ship Canal
Water Quality Project
Ship Canal Water Quality Project

Burke Gilman Missing Link Trail, Design Advisory Committee
9/13/2018

Keith Ward, Ship Canal Water Quality Project Executive
Agenda

1. Program Overview
2. Shilshole Pipe Update
3. Ballard Early Works Project
4. 11th Ave. NW work
Combined Sewer Overflows
Shared Project

Best Value

• Outfalls: 2 KC, 5 Seattle
• Four projects reduced to one
• Reduced community impacts
• Fewer property acquisitions
• Improved operational flexibility

Joint Project Agreement

• 12/8/2015: City of Seattle – 65%
• 6/21/2016: King County – 35%
Project Components

Ballard

East Ballard

Fremont

Queen Anne

Wallingford

Tunnel

Ballard Conveyance

Shilshole Pipe

Drop shafts & conveyance

Pump Station

Tunnel

Wallingford conveyance
Schedule

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Legend:
- Planning and Management
- Options Analysis
- Design
- Construction
Ballard – Previous Construction Sequence

**Step 1:** Prepare area for project (2018-2019)

**Step 2:** Build Shilshole pipe (2018)

**Step 3:** Build tunnel and pump station (2019-2024)

**Step 4:** Connect Ballard’s pipes to tunnel

**Step 5:** Restore 24th Ave NW
Value Engineering

• Value Management
  • Life Cycle Review
• Risk Management
Shilshole Pipe – Design Considerations

• Existing sewer pipe at site
• Can we use it to empty storage tunnel?
  • Storage tunnel volume
  • Storage Tunnel Detention Times
• CSO frequency
Shilshole Pipe Decision – Use existing sewer

- Lower life-cycle costs
- Use a resilient system design
- Adaptively manage
- Construct in future if needed
Ballard Early Work Construction

- Build new pedestrian pier
- Remove onsite contaminated soil
- Install utilities in 24th Avenue NW
- Construct simultaneously with BGT Missing Link
Ballard Early Work Construction

What to expect during construction:

• Truck traffic
• Construction noise
• Marine construction activities (October to March)
• Construction vehicles and equipment in the area
• 24th Avenue NW
  • Pedestrian Pier closure through 2025
  • Temporary lane closures
  • Parking and access restrictions
East Ballard

- Construction in 11th right-of-way
- Limited access to street end during construction
- Burke-Gilman Trail construction detour
- Infrastructure in bike lane
East Ballard - Facility Layout
Burke-Gilman Trail: Proposed Detour

• Approx. 9 months of construction (2021)
Questions?
Schedule and design updates
Construction phasing

LEGEND
- Existing Burke-Gilman Trail
- Phase 1
- Phase 2

City of Seattle
Project schedule

**BGT MISSING LINK**

**Phase 1:**
- 54th and Market
  - Design (2018 Q4)
  - Pre-construction (2019 Q1)
  - Construction (2019 Q2)

**Phase 2:**
- Shilshole and 45th
  - Design (2019 Q3)
  - Pre-construction (2019 Q4)
  - Construction (2020 Q1)

**SPU CONSTRUCTION**

- Ballard Early Works (2020 Q4)
- Storage Tunnel (through 2022)

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Phase 1 corridor improvements completed in Q4 2019

All corridor improvements completed in Q3 2020

City of Seattle
Design updates since 2/1

• Gap in striping at the Locks to allow left turns
• Revised loading around Lockspot Café
• Revised delineator strip along trail
• Revised curb bulb at 54th/Market to better accommodate Metro turns
• Revised Metro overhead contact system poles
• Addition of railroad siding near Shilshole/46th and associated revised trail crossing
• Removed SPU Shilshole Pipe from project
Graphic plans

- ADD LEFT TURN POCKET
- GREEN PAVEMENT MARKING
- LANDSCAPED AREA
- KING COUNTY METRO BUS STOP
- 12' SHARED USE TRAIL
- 6' SIDEWALK
- BEGIN MIXING ZONE USE R9-6 (BIKES YIELD TO PEDS) SIGN
- CHANGE DRIVE AISLE TO EASTBOUND ONLY
- 5' SIDEWALK
- 9' TWO-WAY BIKE FACILITY (MATCHES BURKE-GILMAN TRAIL TO THE WEST)
- BEGIN MIXING ZONE USE R9-6 (BIKES YIELD TO PEDS) SIGN
- TO HIRAM M. CHITTENDEN LOCKS

City of Seattle
Graphic plans
Graphic plans

NEW TRAFFIC SIGNAL AT 17TH AVE NW
GREEN PAVEMENT MARKING
TRAIL MARKINGS
MOUNTABLE TRUCK APRON

SHILSHOLE AVE NW

5' STREET BUFFER
12' SHARED USE TRAIL
2' TRAIL BUFFER
LED FLASHING SIGN
LED FLASHING SIGN
NEW RAILROAD ALIGNMENT AND TRAIL CROSSING
FENCING ALONG RAILROAD

City of Seattle
Mayor’s Office option
Corridor parking update

• Phase 1: 95% parking maintained

• Phase 2: 54% parking maintained

• Full Project: 60% parking maintained

• 236 stalls removed (down from 344 in FEIS)

• Existing parking count includes estimate of double and triple parked cars on Shilshole – majority of loss occurs in these areas
Ballard parking update

- Off-street parking:
  - Over 1,000 public off-street parking spaces around downtown Ballard
  - These lots generally have spaces available in the evenings and weekends when on-street parking may be more full
  - SDOT worked with the Ballard Alliance earlier this year to update the location and ‘arrow direction’ of signs that guide motorists to off-street parking

- On-street parking:
  - Annual on-street parking study complete
  - Informs changes to rates, time limits, and paid parking hours
  - Final review of the data is ongoing, report issued in early October, implementation later this year
Public art update
DAC questions and final comments on corridor design
Construction preview
### Project Schedule

#### BGT Missing Link
- **Phase 1:** 54th and Market
  - **2018 Q1:** Design
  - **2018 Q2:** Pre-Conf
  - **2019 Q3:** Construction
- **Phase 2:** Shilshole and 45th
  - **2018 Q1:** Design
  - **2018 Q2:** Pre-Conf
  - **2019 Q3:** Construction

#### SPU Construction
- **2018:** SPU Construction
- **2019:** Ballard Early Works
- **2020:** Storage Tunnel (through 2022)

**Phase 1 Corridor improvements completed in Q4 2019**

**All corridor improvements completed in Q3 2020**
Securing a contractor for Phase 1 construction

**AUG/SEPT**
City Purchasing and Contracting Services (CPCS) review, revisions, approval

**OCT 3, 2018 – ADVERTISEMENT**
Contractor bids collected

**OCT**
Bids reviewed, evaluation of bids and contractor, request to award contract

**NOV**
Contract awarded, Contract documents collected, filed, and executed

**DEC**
Contractor submittals, pre-construction meetings

**JAN**

**FEB 2019 – NOTICE TO PROCEED**
SDOT Construction Outreach Best Practices

• **Public pre-construction meeting**
• **Site-visits** with adjacent and affected property owners
• **Weekly construction meetings** with contractor and the outreach team
• **Construction notifications**
  • Regular webpage and social media updates
  • Flyers delivered to properties near work zones
• **On-site signage** to show closures/detours/etc. and that “Businesses are Open”
• **Active phone line**
Public Education & Post-Construction Monitoring Opportunities

Pre-opening

• Safety-oriented events, web updates, and social media posts
• Video and other multimedia strategies highlighting corridor “rules” and right of way
• Trail/yard sign campaign
• Educational briefings with partners (cycling, pedestrian, truck/freight, adjacent businesses)
• Media coordination
Public Education & Post-Construction Monitoring Opportunities

Post-opening

• Ongoing education campaigns
• Post-completion conversations with business owners, property owners, and residents
• Monitoring of design/incidents through field observations
• Design and implementation of corridor changes, as needed
Public comment
Wrap up/
next steps
Between June 2017 – September 2018, DAC members...

**Helped design a comprehensive, multimodal corridor that enhances the experience for all users by providing feedback on:**
- Business access
- Mixing zones
- Trees
- Parking
- Community/User/Business priorities and concerns

**Worked to enhance safety and predictability for users by providing feedback on:**
- Areas of potential high conflict
- Turning radii
- User patterns
- Adjacent property owner uses
- Innovative warning technology
- Trail marking, signage

**Participated in:**
- 10 meetings
- 1 DAC corridor walking tour
- 1 field test
- 1 driveway workshop
- 3 public meetings and walking tours
Questions?

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www.seattle.gov/transportation/BGT_MissingLink.htm

www.seattle.gov/transportation