



Burke-Gilman Trail Missing Link

Summary of Draft Environmental Impact Statement

Seattle Bicycle Advisory Board
Missing Link Project Team
July 6, 2016

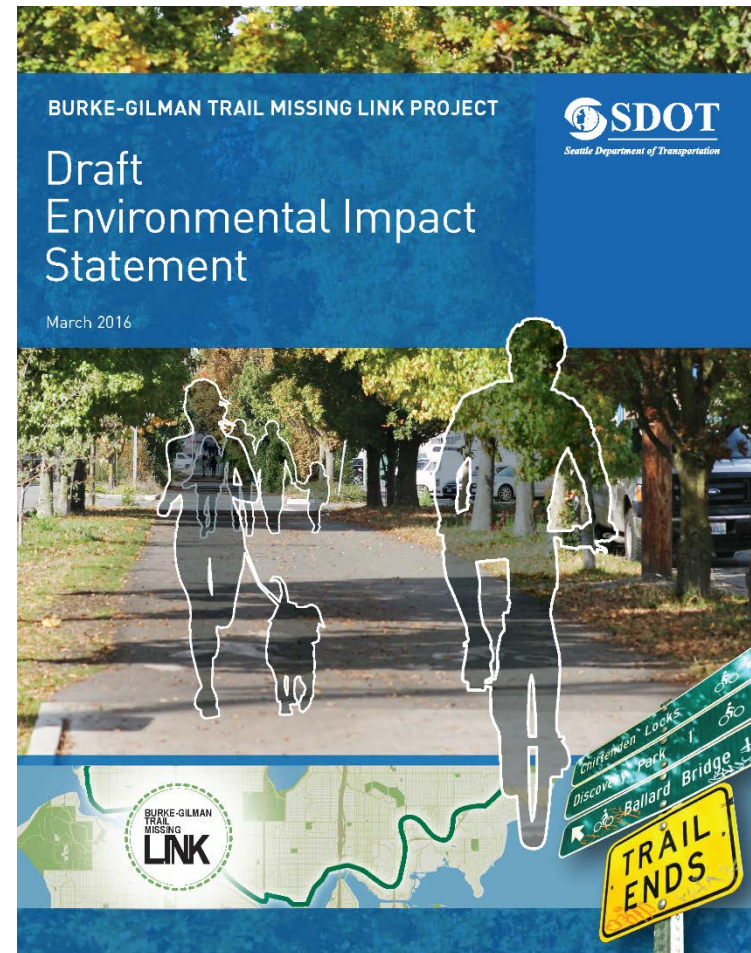
Overview

- Project Objective
- History
- Scoping
- Alternatives
- Summary of Impacts
- Next Steps

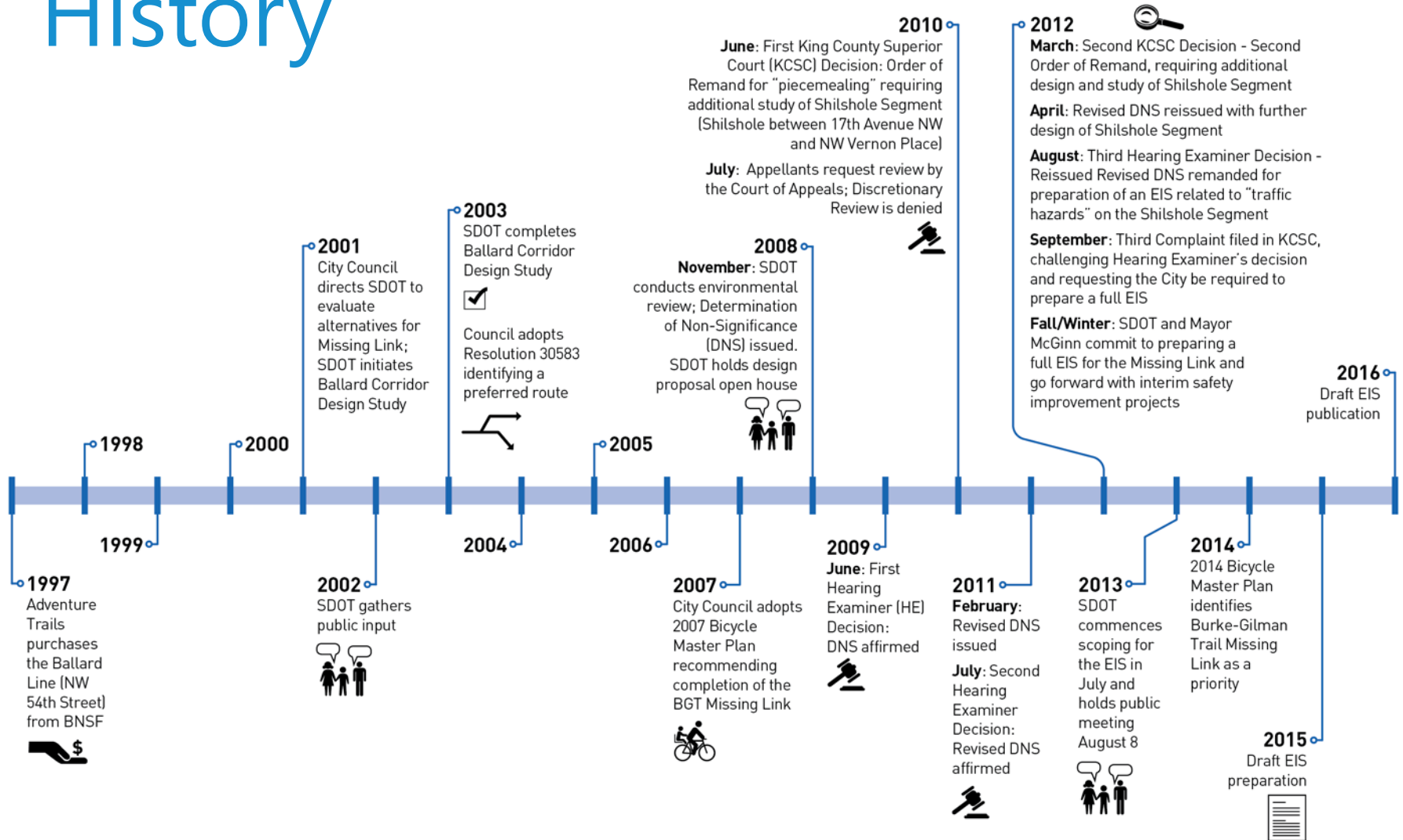


Project Objective

- Connect the **existing segments of the BGT** through the Ballard neighborhood
- Create a **safe, direct, and defined multi-use trail for persons of all abilities**, for a variety of transportation and recreational activities
- Improve **predictability for all motorized and non-motorized users** along the project alignment



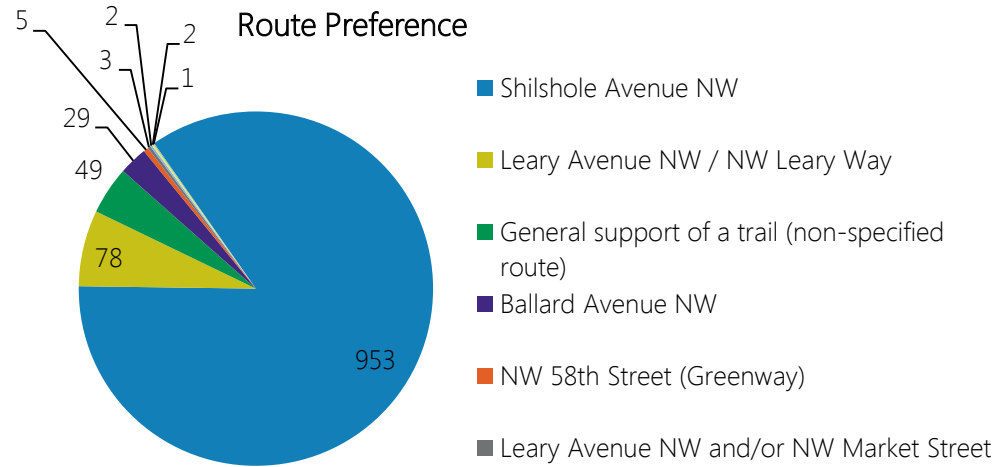
History



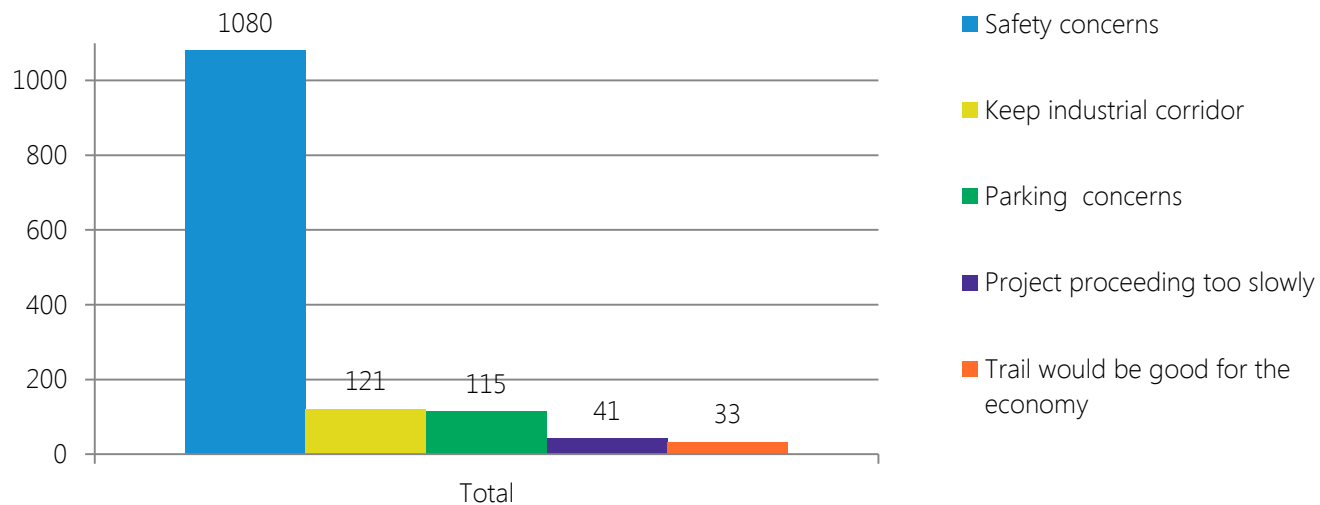
Scoping

For EIS process

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



Concerns or Comments Raised

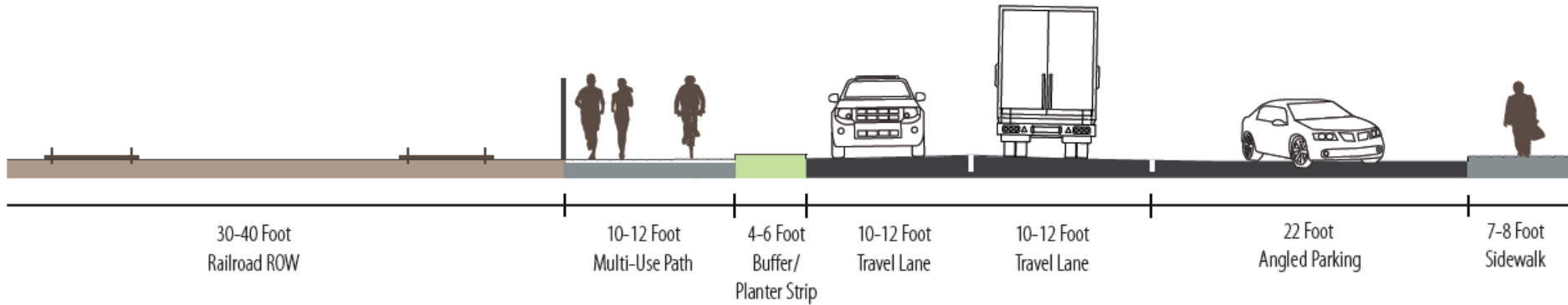


Alternatives



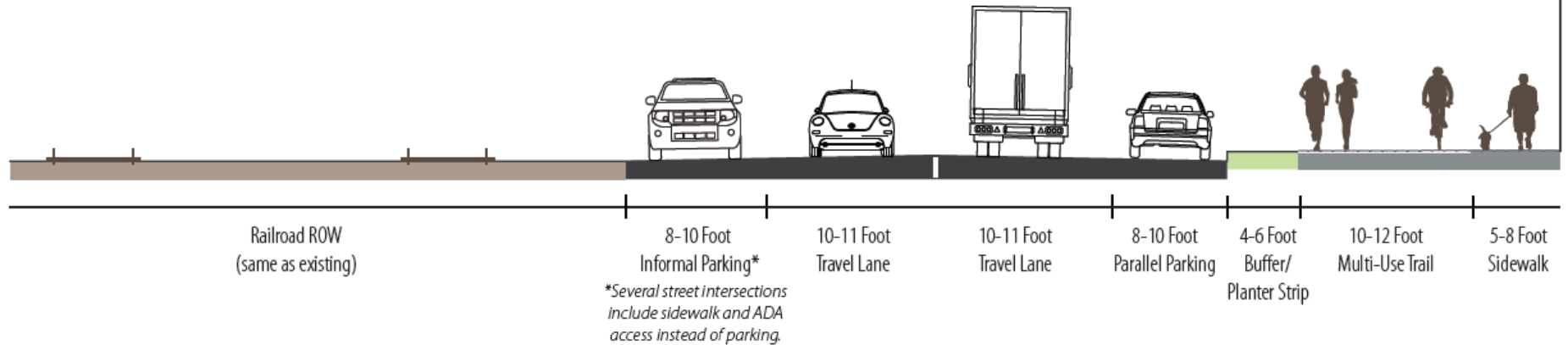
Typical Cross-Sections – Shilshole South (Facing West)

**Shilshole South Alternative
Typical Section B Shilshole Ave
110 Foot Right-of-Way**



Typical Cross-Sections – Shilshole North (Facing West)

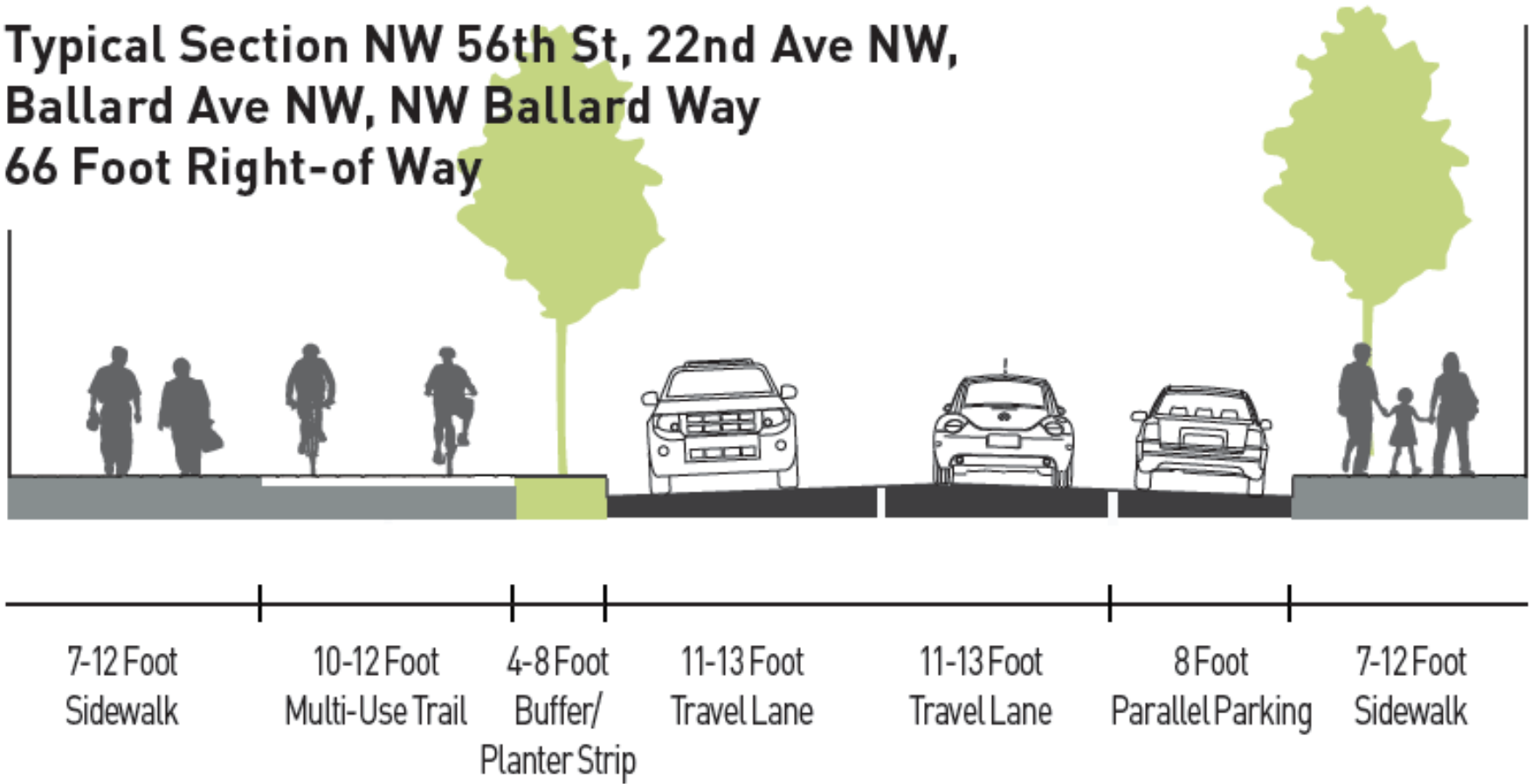
Shilshole North Alternative Typical Section C Shilshole Ave NW 110 Foot Right-of-Way



Typical Cross-Sections – Ballard Avenue

(Facing West)

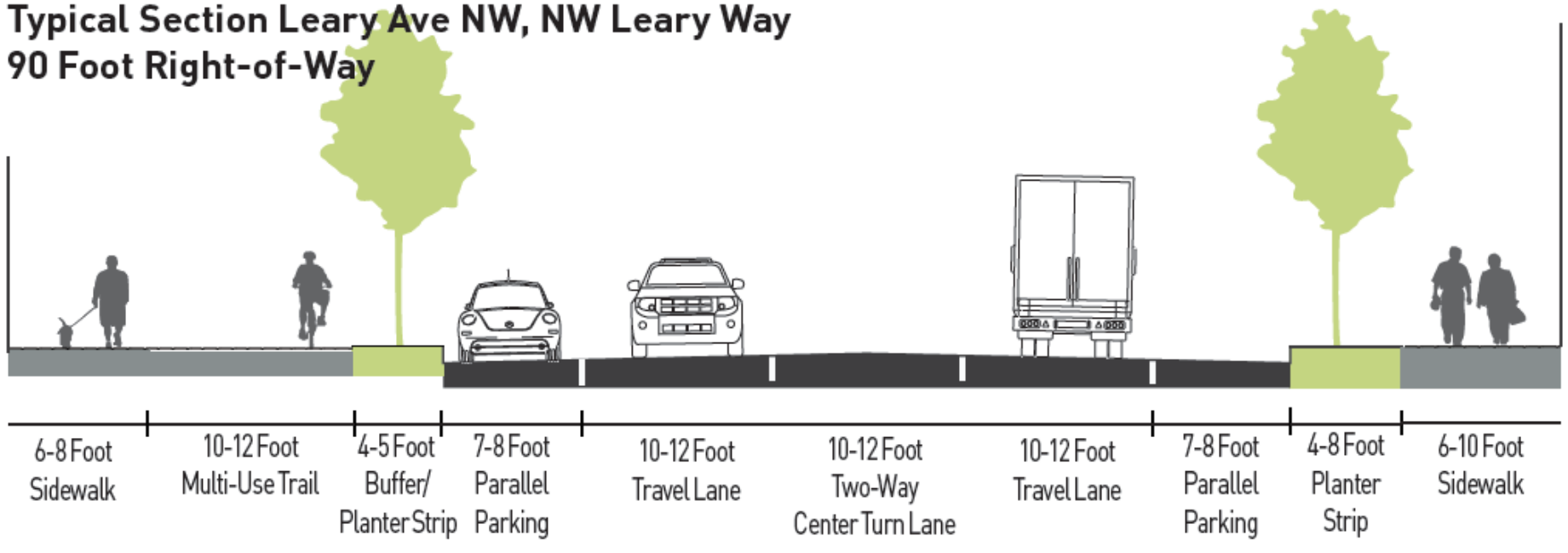
**Typical Section NW 56th St, 22nd Ave NW,
Ballard Ave NW, NW Ballard Way
66 Foot Right-of Way**



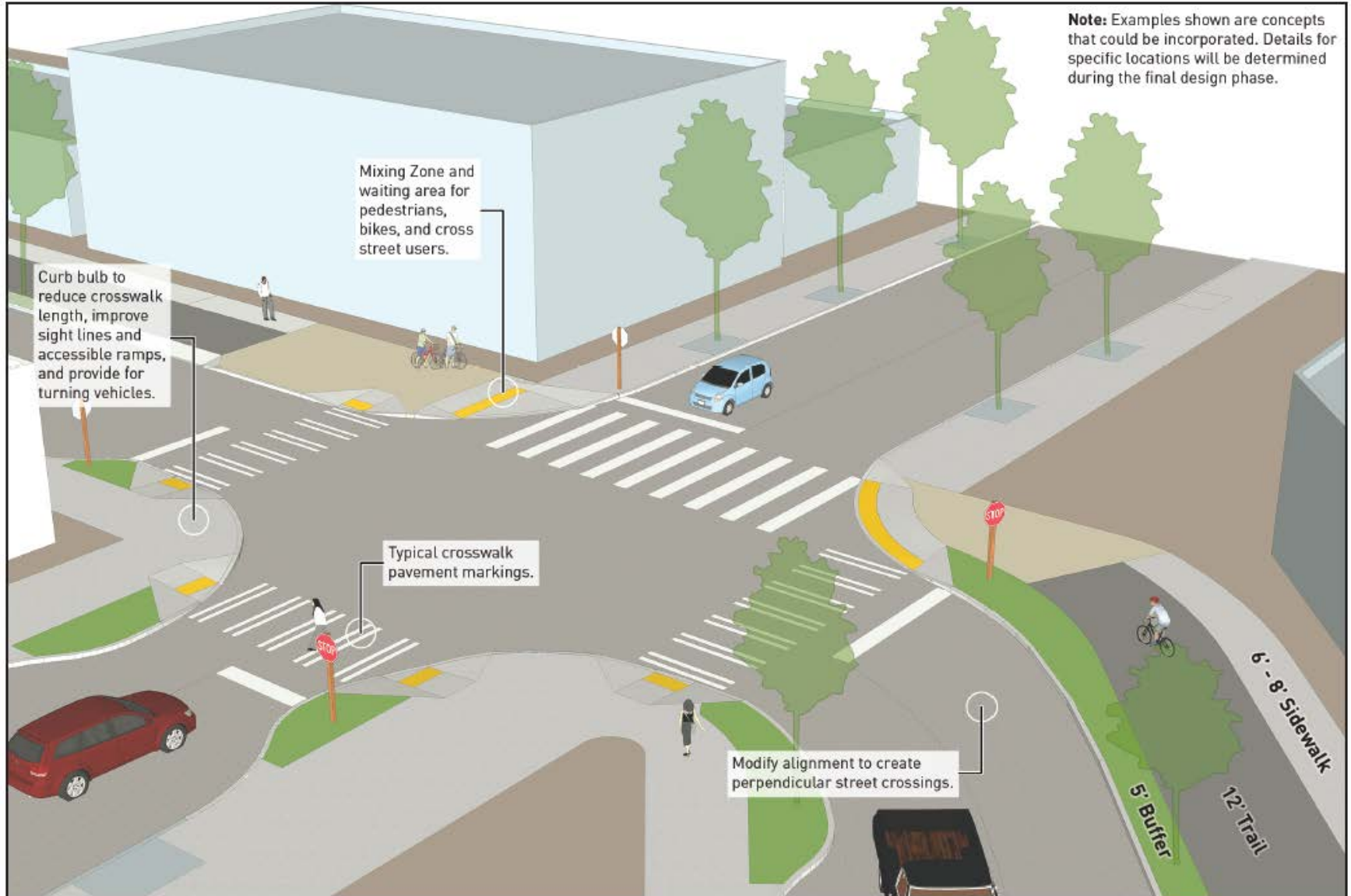
Typical Cross-Sections – Leary

(Facing West)

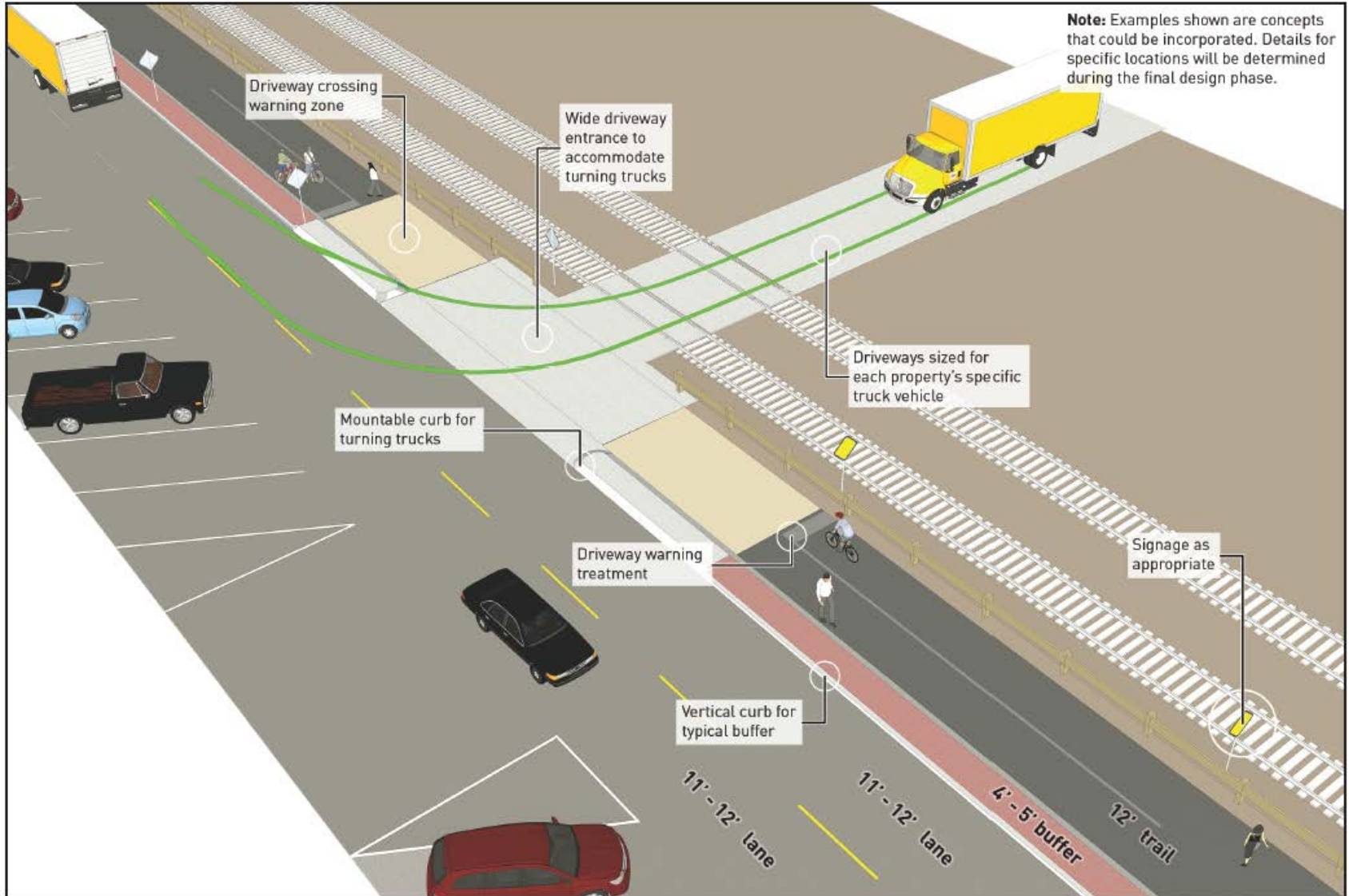
Typical Section Leary Ave NW, NW Leary Way
90 Foot Right-of-Way



Intersection Design Options – Perpendicular Intersection



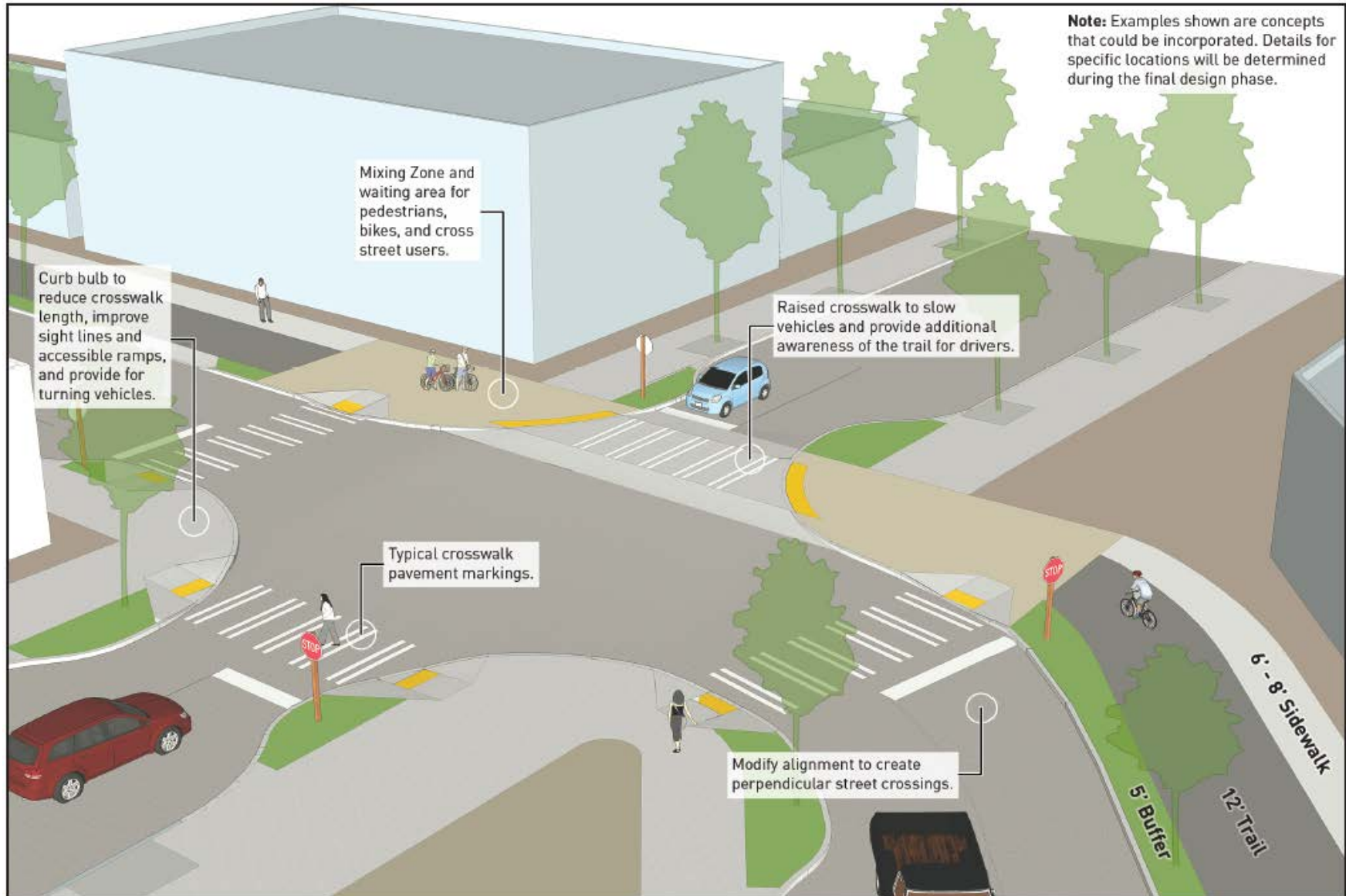
Intersection Design Options – Curb Radii Modification



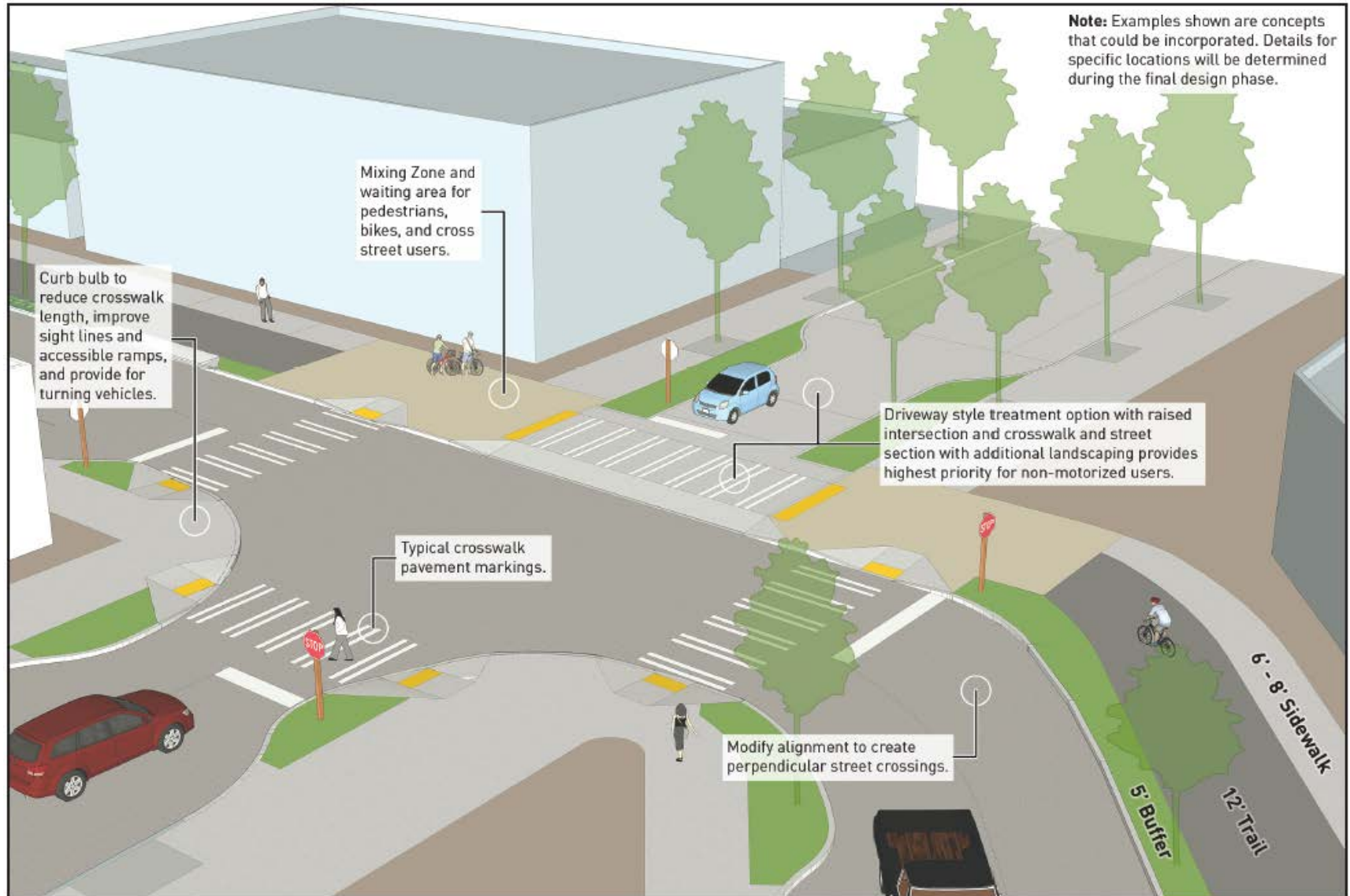
Intersection Design Options – Curb Extension





























Intersection Design Options – Raised Crosswalk



Intersection Design Options – Driveway-Style Intersection




































Temporary Construction Impacts*

	Shilshole South	Shilshole North	Ballard Avenue	Leary
Freight mobility				
Transit mobility	-		-	 
Pedestrian and bicycle mobility			 	-
Parking	 	 		
Business access				
Ballard Farmers Market	-	-		-
Ballard Avenue Landmark District	-	-		-
Ballard Terminal RR				-

*Impacts are categorized here solely for the purposes of comparing alternatives and do not imply significance

Operational Impacts*

	Shilshole South	Shilshole North	Ballard Avenue	Leary
Intersection LOS				
Freight mobility	-	-	-	
Transit mobility	-		-	 
Pedestrian and bicycle mobility	 	 	 	 
Driveway delay				
Curb space and parking loss	 	 	 	
Reconfigure loading/access				
Ballard Farmers Market	-	-		-
Ballard Avenue Landmark District	-	-		-

*Impacts are categorized here solely for the purposes of comparing alternatives and do not imply significance

Avoidance, Minimization, and Mitigation Measures

- Minimize impacts on traffic operations and provide clearly marked detours to allow people driving, biking, or walking to safely travel to and through the project area
- Maintain access to properties throughout construction; coordinate with property owners or tenants for work directly in front of businesses
- Coordinate with transit providers to develop alternative transit stops or interim transit routes if needed
- Make accommodations for freight and service access as well as for oversized vehicles
- Maintain parking availability to the extent feasible
- Protect air and water quality and prevent spills of construction debris or hazardous materials
- Avoid disturbing vegetation and wildlife habitat whenever possible

Next steps

Date	Activity/action
June 16	Published Draft EIS; 45-day public comment period ends August 1
July	Public hearings on July 14 and 16; in-depth briefings for stakeholders and organizations
August - November	Develop preferred alternative based on comments received, further engagement with the public, and additional analysis
Early 2017	Publish Final EIS

How to comment

- Email to BGT_MissingLink_Info@seattle.gov
- Mail to:
 - Scott Kubly, Director
 - Seattle Department of Transportation
 - c/o Mark Mazzola, Environmental Manager
 - PO Box 34996
 - Seattle, WA 98124-4996
- Attend a public hearing at Leif Erikson Hall:
 - July 14, 6 pm – 9 pm
 - July 16, 10 am – 1 pm

Questions?

mark.mazzola@seattle.gov | (206) 733-9117

http://www.seattle.gov/transportation/BGT_Ballard.htm

www.seattle.gov/transportation

