

Ballard Multimodal Corridor Project



SBAB Briefing

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November 6, 2019



Seattle
Department of
Transportation

Construction

PHASING



SCHEDULE

	2019				2020			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Market Phase	PRE-CON	CONSTRUCTION						
Shilshole Phase	DESIGN		PRE-CON			PRE-CON	CONSTRUCTION	
45th Phase	DESIGN		PRE-CON			PRE-CON	CONSTRUCTION	

Phase 1 corridor
improvements
completed in
Q2 2020

All corridor
improvements
completed in
Q4 2020

ON HOLD

Legal Challenges

Outstanding Legal Challenges

- **Final EIS Appeal**
 - Court of Appeals – date TBD, likely Q1 2020
- **Ballard Terminal Railroad Petition**
 - King County Superior Court, April 2020
 - Surface Transportation Board, TBD
- **Shoreline Permit Appeal**
 - Shoreline Hearings Board, December 2019

Design Updates

24th / Shilshole



Truck Apron Examples



Shilshole Interim Facility



QUESTIONS?

seattle.gov/transportation/BallardMultimodal
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REFERENCE

EIS Related Actions

- Final EIS published in May 2017, appealed by the “Ballard Coalition” (BC)
- Hearing Examiner issued decision in support of City’s EIS in January 2018
- BC appealed to Superior Court in February 2018 – Judge ruled in Dec 2018 that the FEIS was complete except for a small portion of the optional economic impact study
- SDOT and BC both appealed to the Court of Appeals in January/February 2019
- In April 2019, SDOT completed the additional economic analysis and subsequently began work on Phase 1
- In July, BC filed a Motion to Enforce; Superior Court Judge issued a ruling that only non-trail work could move forward until new EIS was issued
- SDOT appealed the Motion to Enforce decision and the issue was added to the existing Court of Appeals case

DESIGN

24th / Shilshole

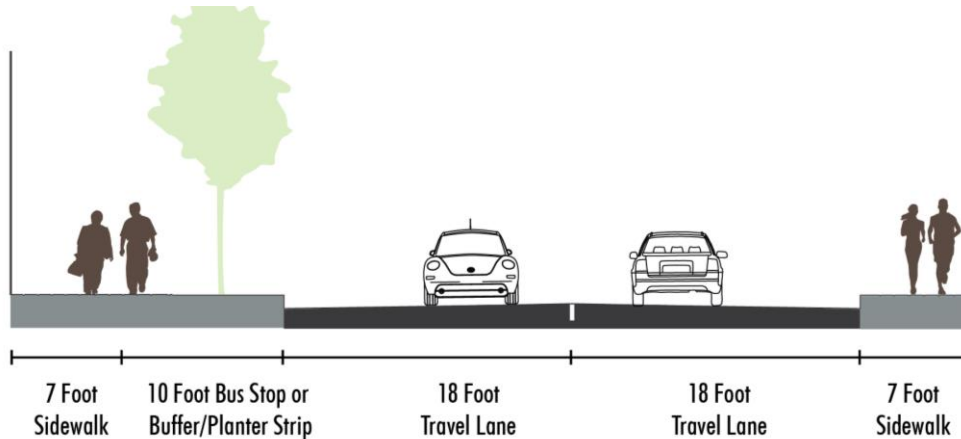


NW 54th St

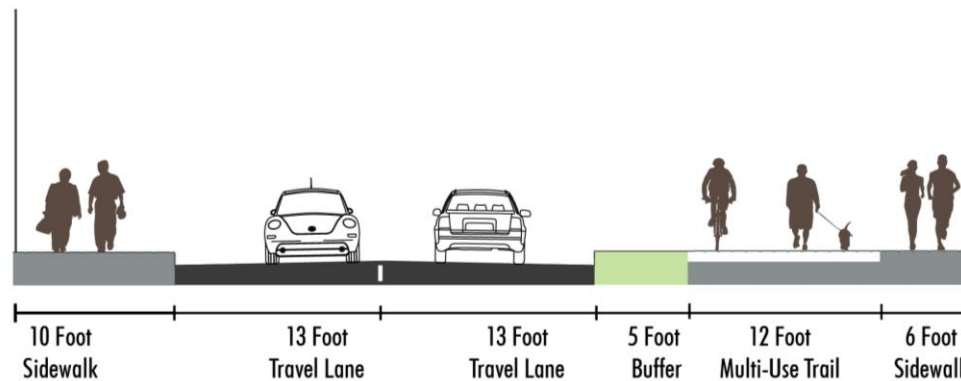
TYPICAL SECTION - NW 54TH ST

(between 30th Ave NW / NW Market St)

EXISTING (FACING EAST)



PROPOSED (FACING EAST)

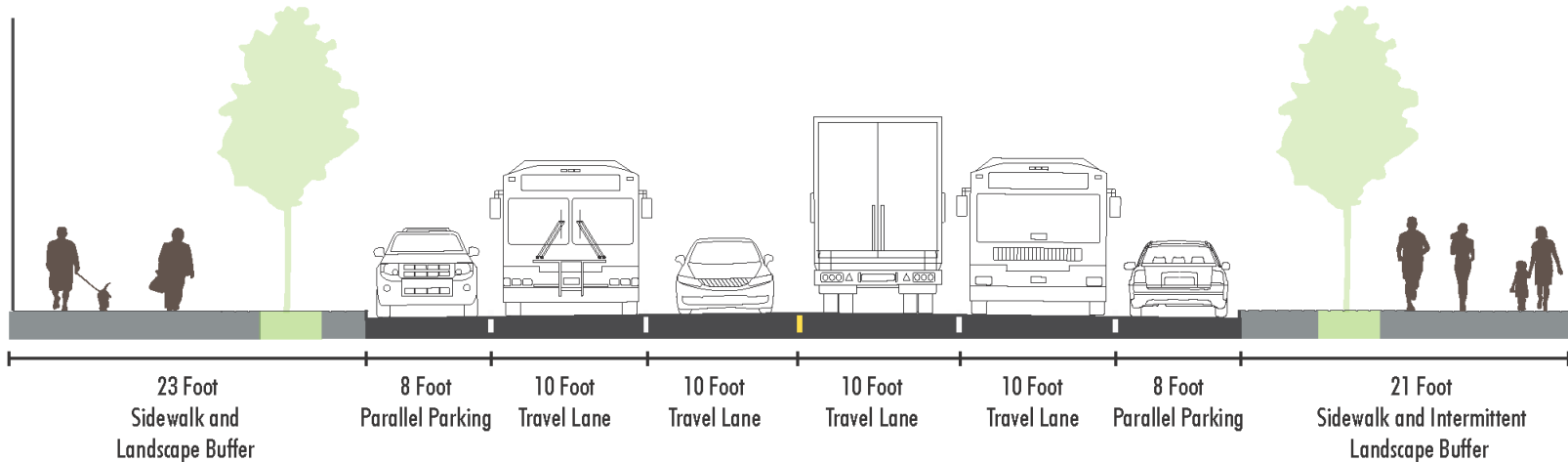


Market St

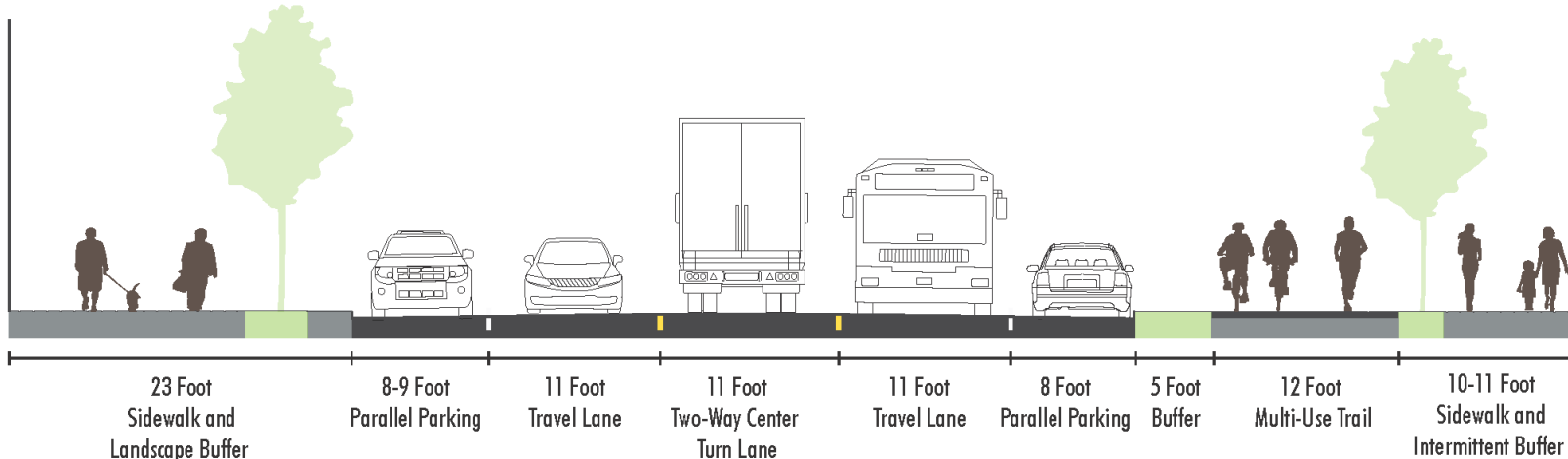
TYPICAL SECTION - NW MARKET ST

(between 24th Ave NW / NW 54th St)

EXISTING (FACING EAST)



PROPOSED (FACING EAST)



NW MARKET ST (EXISTING – FACING EAST)



NW MARKET ST (PROPOSED – FACING EAST)

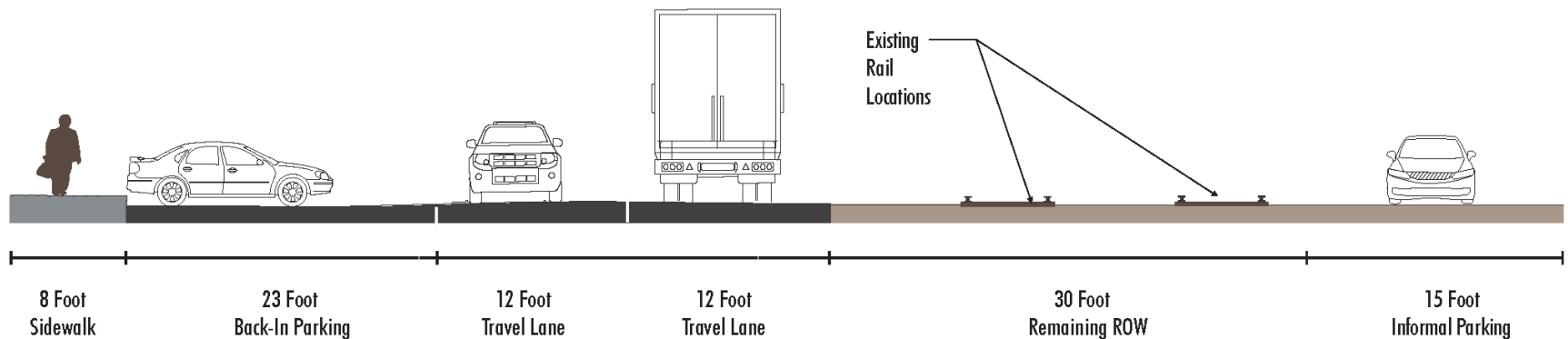


Shilshole Ave NW

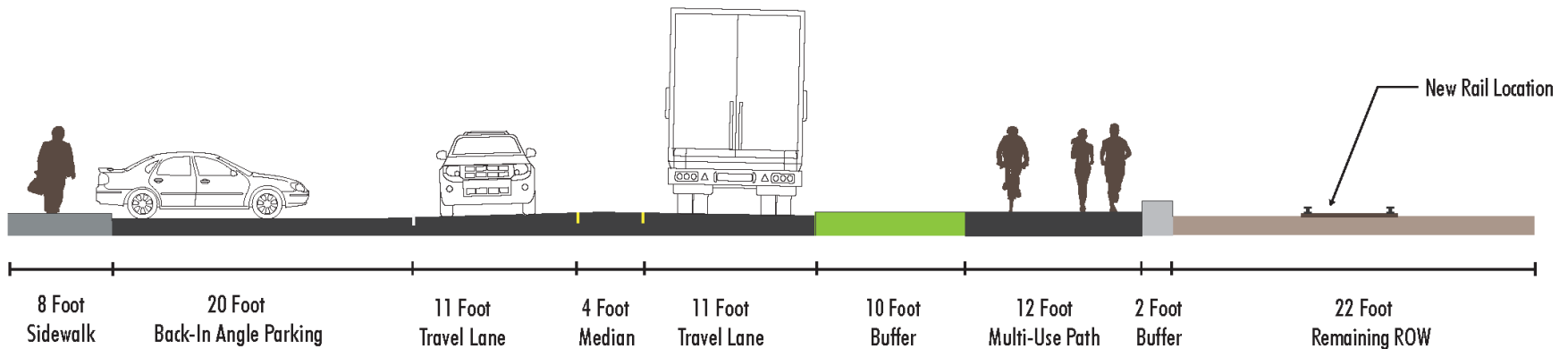
TYPICAL SECTION: SHILSHOLE AVE NW

(between 24th – 15th Ave NW)

EXISTING (FACING EAST)



PROPOSED (FACING EAST)



SHILSHOLE (EXISTING – FACING EAST)



SHILSHOLE (PROPOSED – FACING EAST)



SHILSHOLE (PROPOSED – FACING EAST)

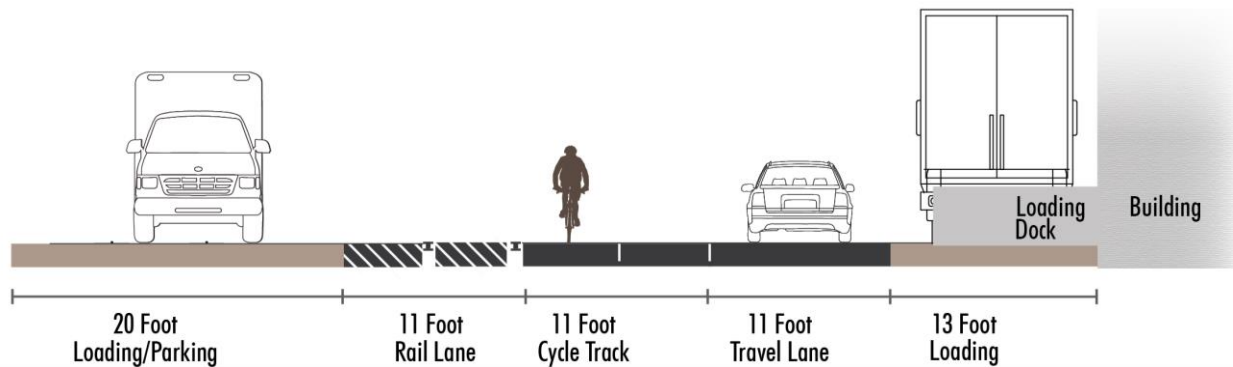


NW 45th St

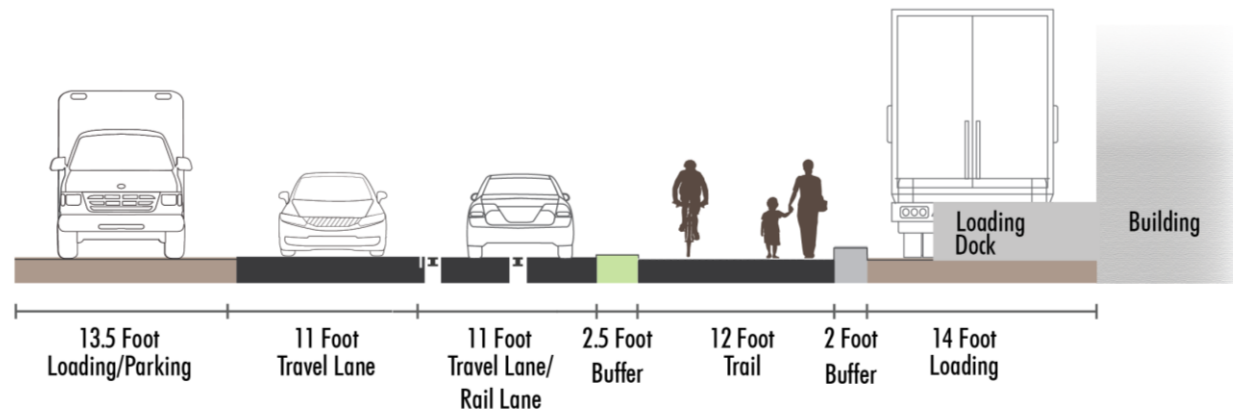
TYPICAL SECTION: NW 45TH ST

(between 15th - 11th Ave NW)

EXISTING (FACING EAST)



PROPOSED (FACING EAST)



NW 45TH ST (EXISTING – FACING EAST)



NW 45TH ST (PROPOSED – FACING EAST)

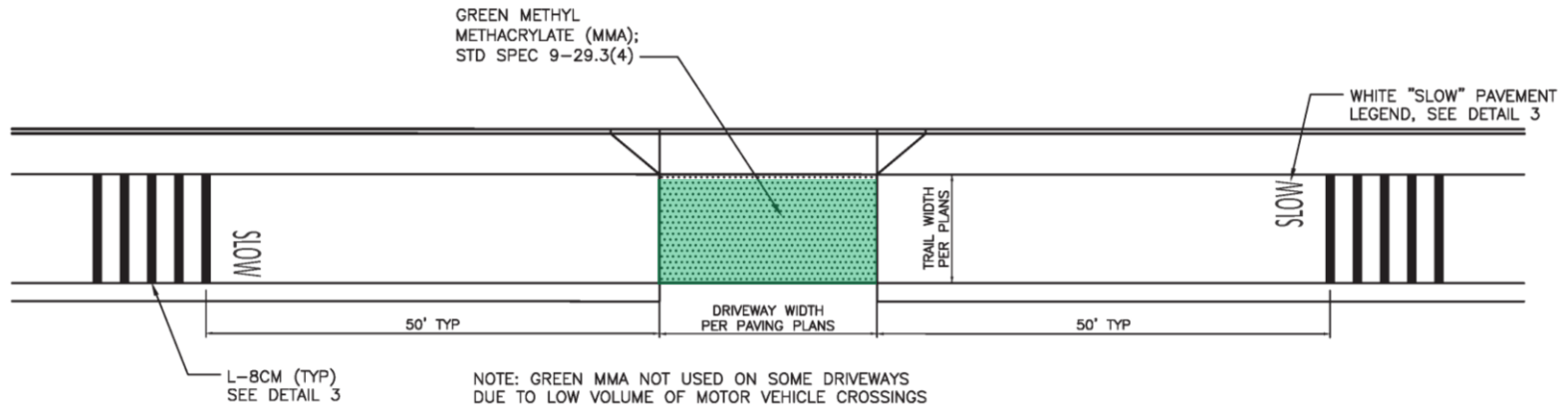


Safety

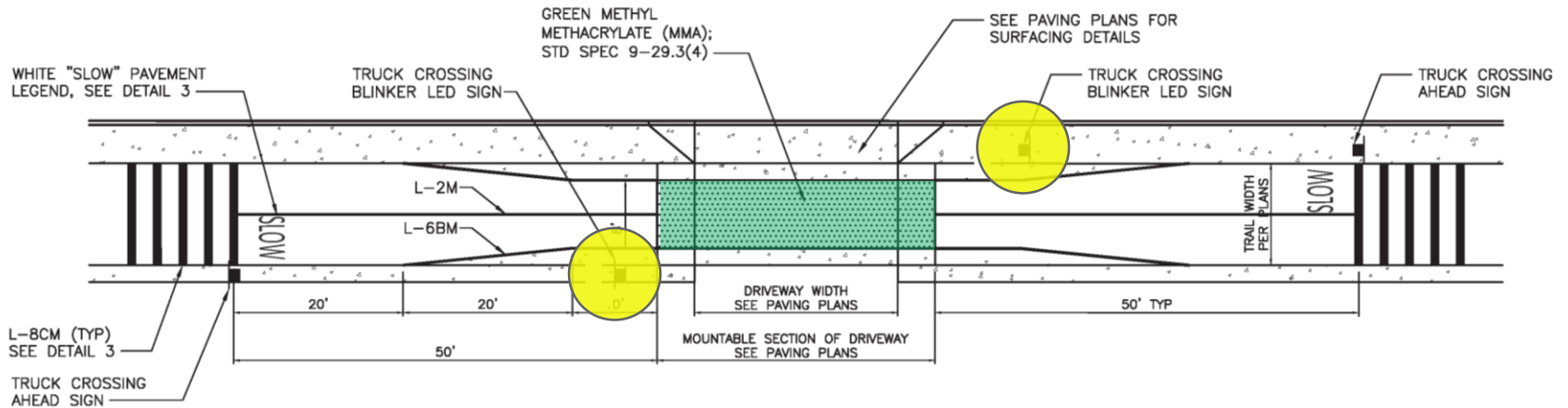
DRIVEWAY FIELD TEST (OCT 2017)



TYPICAL VS INDUSTRIAL DRIVEWAYS



TYPICAL DRIVEWAY MARKINGS 1
NOT TO SCALE TYP



INDUSTRIAL DRIVEWAY MARKINGS 2
NOT TO SCALE TYP

Comprehensive Safety Package

Trail offset from the street

- Increases visibility and is shown to reduce crashes

Raised Trail

- Proven to be safer (slows vehicles and makes trail users more visible)

Improved sight lines

- Improved visibility for all users

On-pavement trail markings (“SLOW”, speed lines)

- Typical first level of treatment to alert trail users

Green driveway markings

- Green pavement at the crossings is a now universal sign for a conflict zone (to bike riders and motorists)

Narrowing of trail

- Trail best practice says that narrowing the trail is the best way to slow trail users
- Adding a centerline stripe is a form of narrowing the trail (makes each direction feel more constricted)

LED warning signs

- Complex system, will be the first installation in this context in Seattle
- Specified for vehicles exiting driveways with large numbers of large vehicles reported
- Still developing technical solution to address right-turning movements into driveways
- Specifying solar power signs to decrease maintenance

BICYCLE AND PEDESTRIAN CONNECTIONS



SIGNAL CHANGES

