

DAC Meeting #2

Missing Link Project Overview



Burke-Gilman Trail Missing Link

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May 25, 2017



Seattle
Department of
Transportation

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
- Charter
- DAC Work Plan

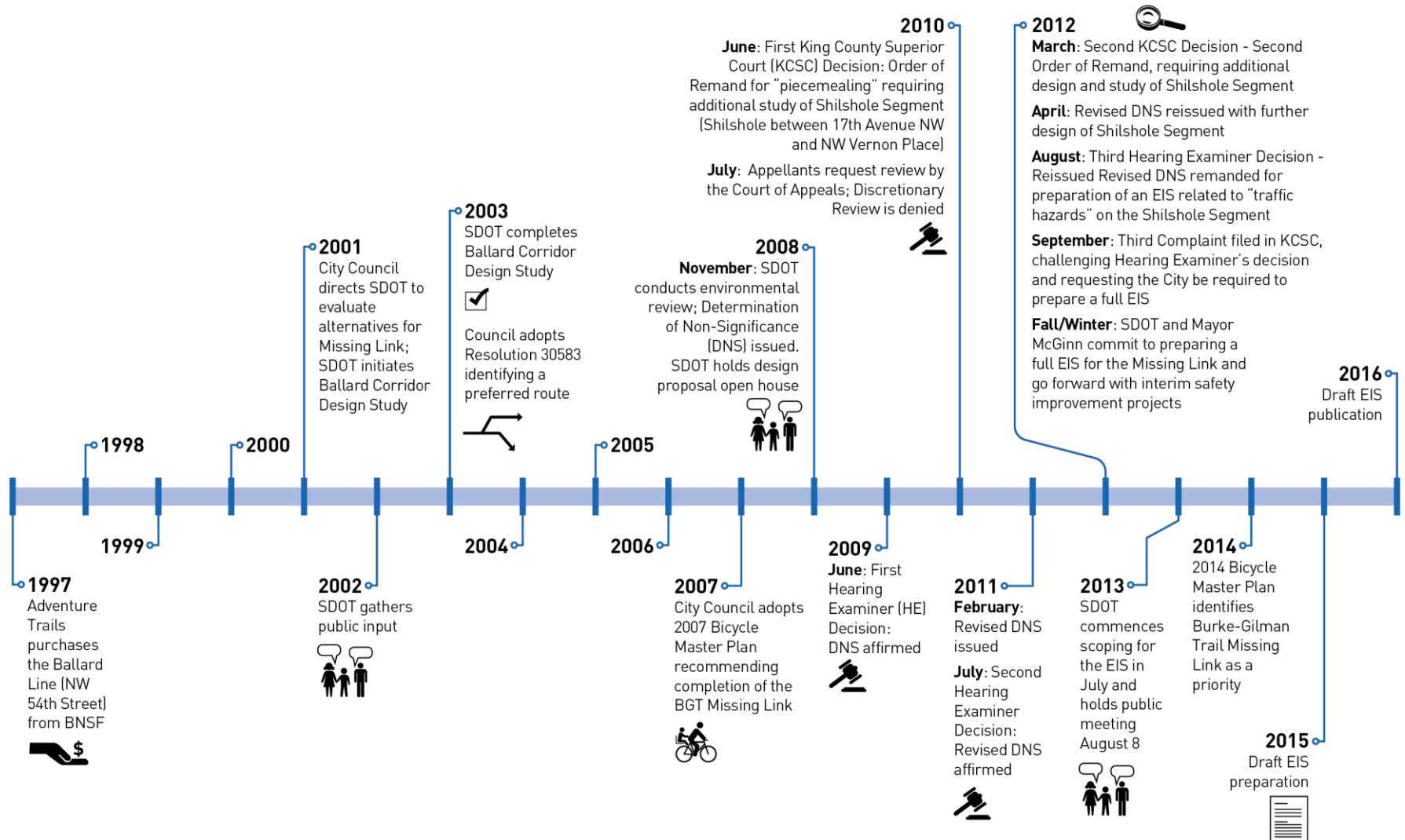
Project Need, History, & Environmental

SDOT's mission and vision

Complete the Burke-Gilman Trail through the Ballard industrial and urban hub neighborhood in a way that **ensures safety** of users and **preserves access** for adjacent property owners.



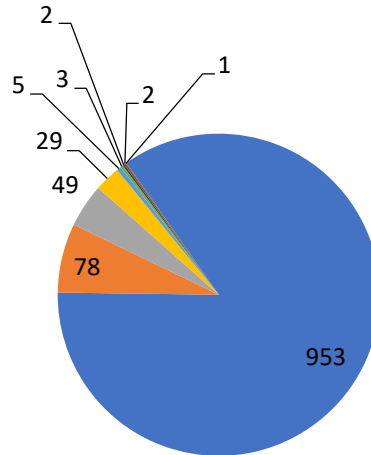
Project History & Past Stakeholder Work



Scoping (Preferences & Comments)

For EIS process

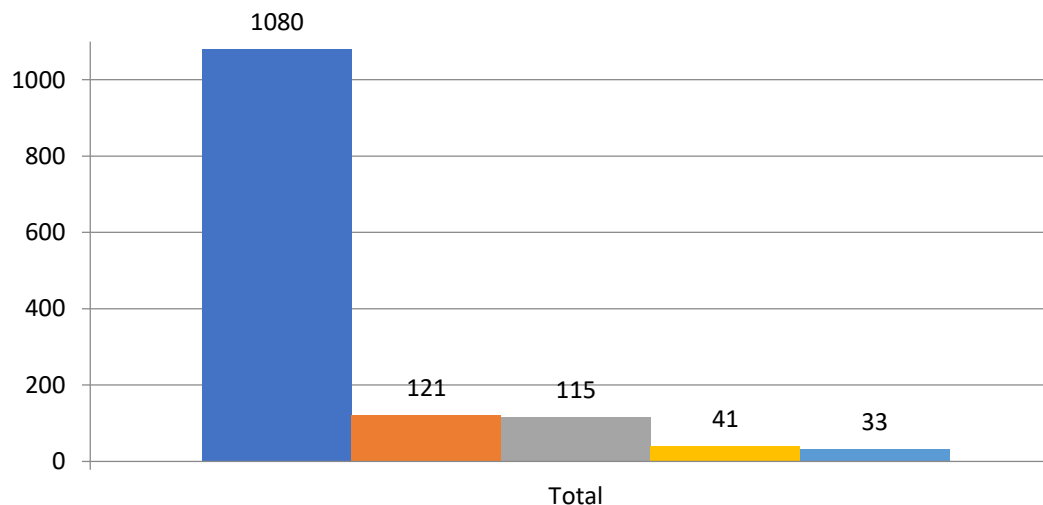
- Aug 2013, EIS Scoping
- June 2015, Open House



Route Preference

- Shilshole Avenue NW
- Leary Avenue NW / NW Leary Way
- General support of a trail (non-specified route)
- Ballard Avenue NW
- NW 58th Street (Greenway)
- Leary Avenue NW and/or NW Market Street
- Ballard Avenue NW or NW Leary Way
- Not Shilshole Avenue NW
- NW 46th Street

Concerns or Comments Raised



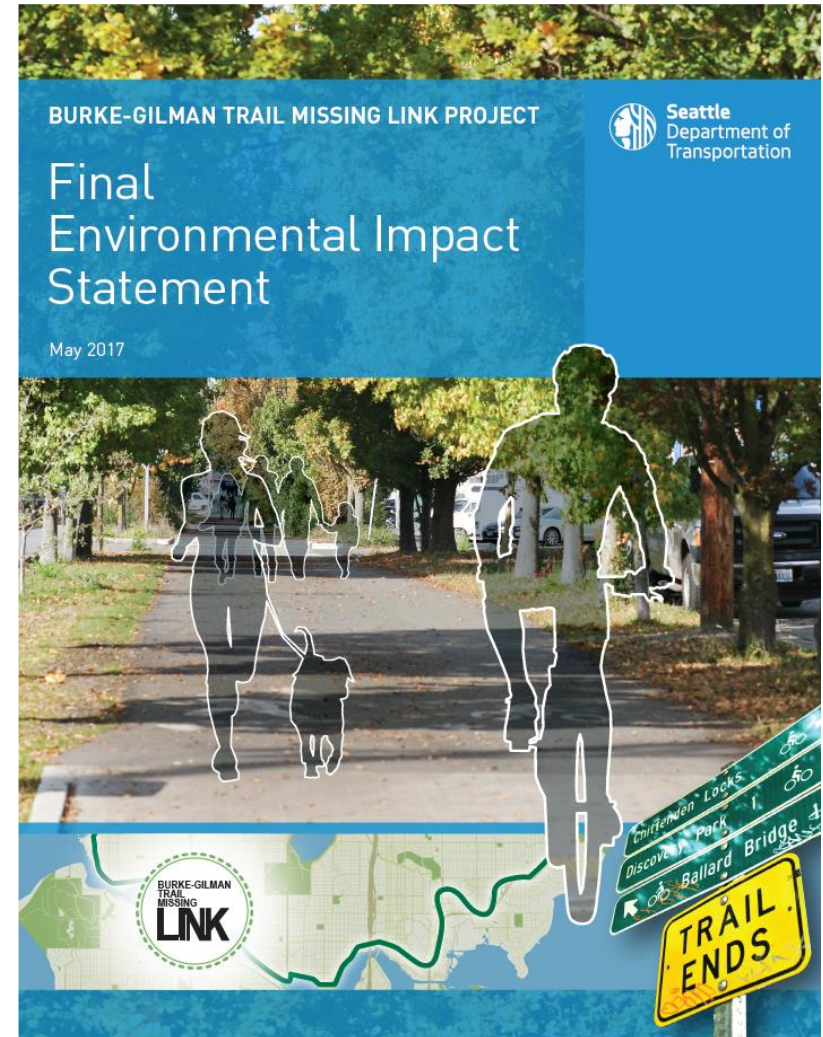
- Safety concerns
- Keep industrial corridor
- Parking concerns
- Project proceeding too slowly
- Trail would be good for the economy

Final EIS

- Updates and corrections to Draft EIS
- Responses to public comments
- Identification of a preferred alternative

Of approximately 4,400 public comments received:

- Over 600 unique letters, emails, or public testimony
- 79% preferred Shilshole Ave
- Safety and Farmers Market most often mentioned as concern



Operational Impacts

	Preferred Alternative	Shilshole South	Shilshole North	Ballard Avenue	Leary
Transportation	Improves LOS; potential transit delays along Market	Improves LOS	Improves LOS, potential transit delays along Market	Improves LOS; user conflicts with Farmers Market	Generally worsens LOS; transit delays along Market and Leary
Parking Loss	344 >Approx 62 unreg spaces could remain	279 >Approx 68 unreg spaces could remain	206	198 (86 paid)	82
Driveway / Loading Dock Trail Crossings	39	37	54	41	29
Roadway intersection Trail Crossings	6	6	14	15	17
Vehicle Delay at Driveways (2040)	11 seconds on average	11 seconds on average	10 seconds on average	12 seconds on average	27 seconds on average
Driveways and Loading Docks reconfigured	Up to 2	Up to 10	Up to 6	Up to 8	Up to 3

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

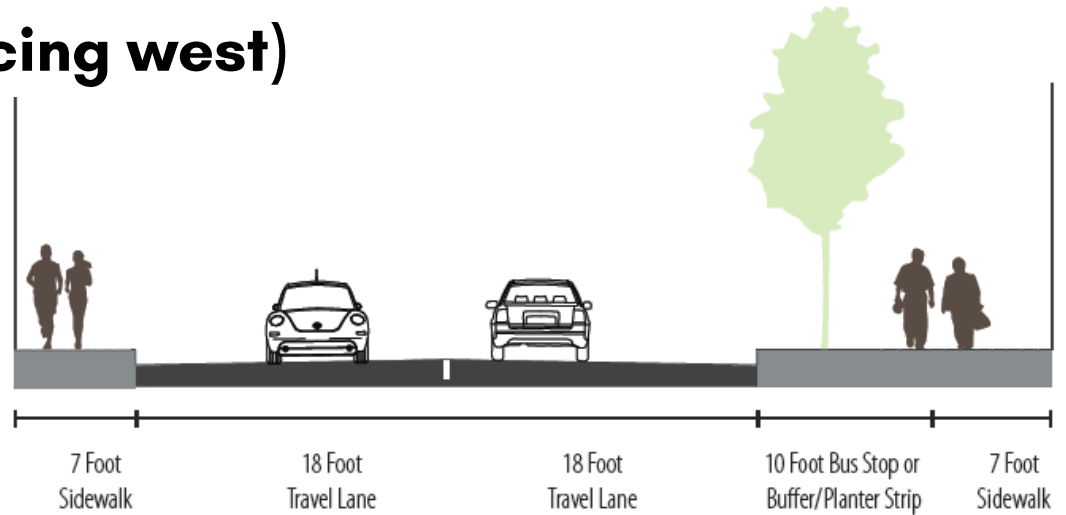
Preferred Alignment

Burke-Gilman Trail Missing Link Preferred Alternative

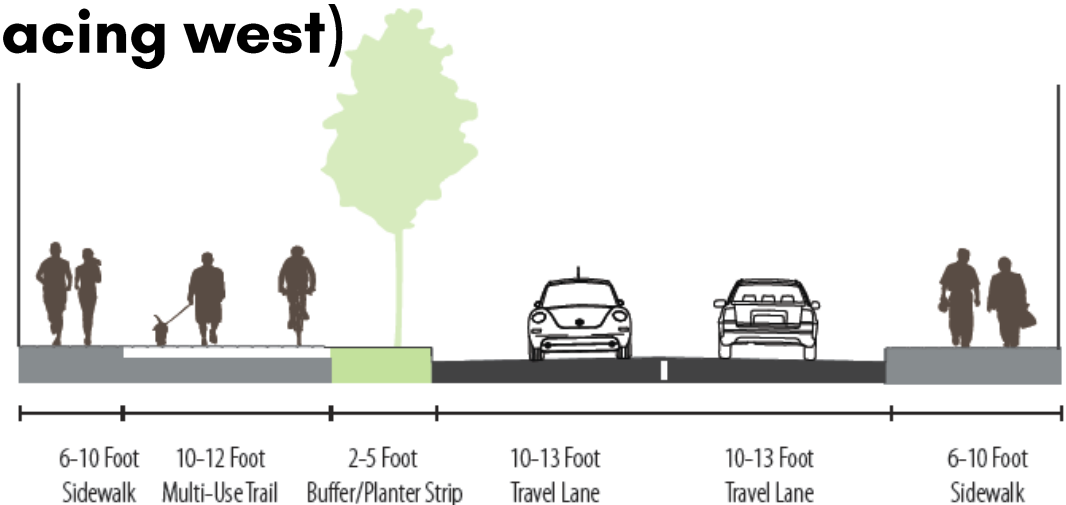


Typical Section of NW 54th St.

Existing Conditions (facing west)

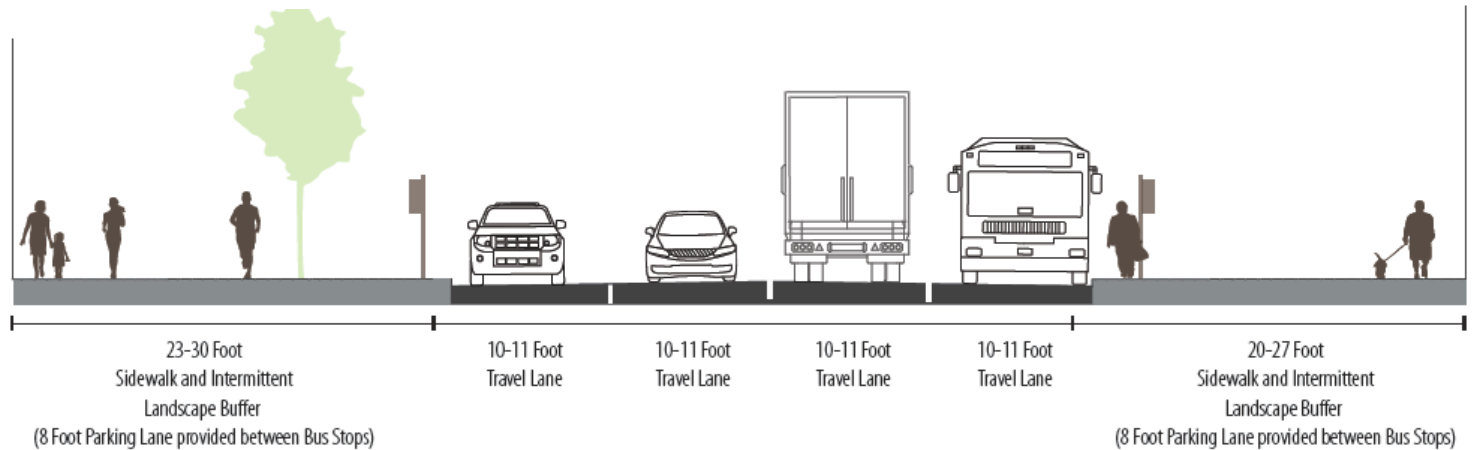


Preferred Alternative (facing west)

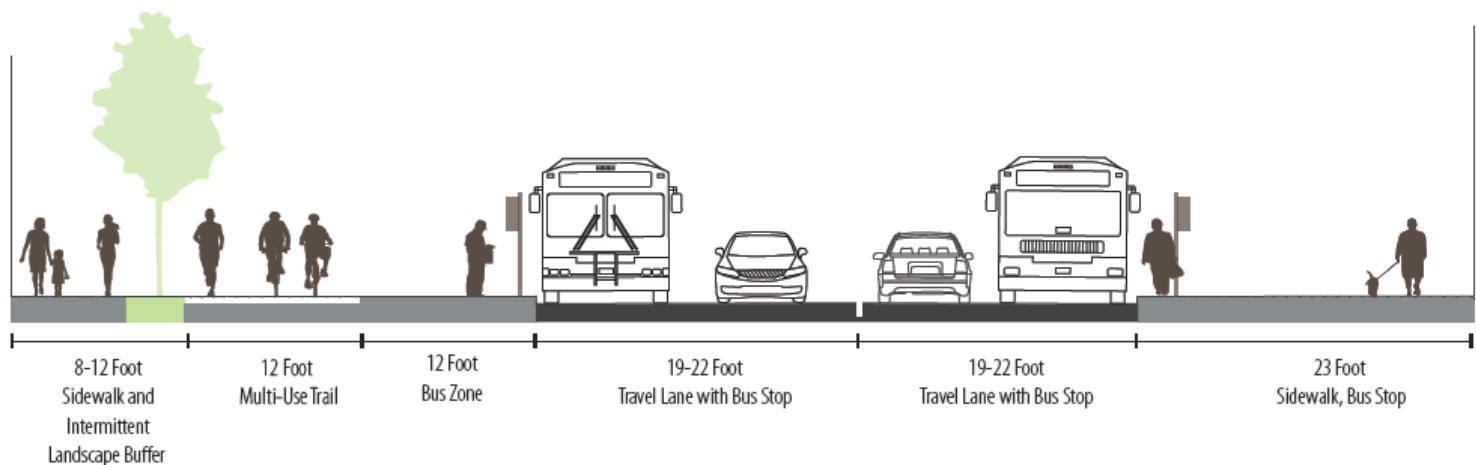


Typical Section of NW Market St.

Existing Conditions (facing west)

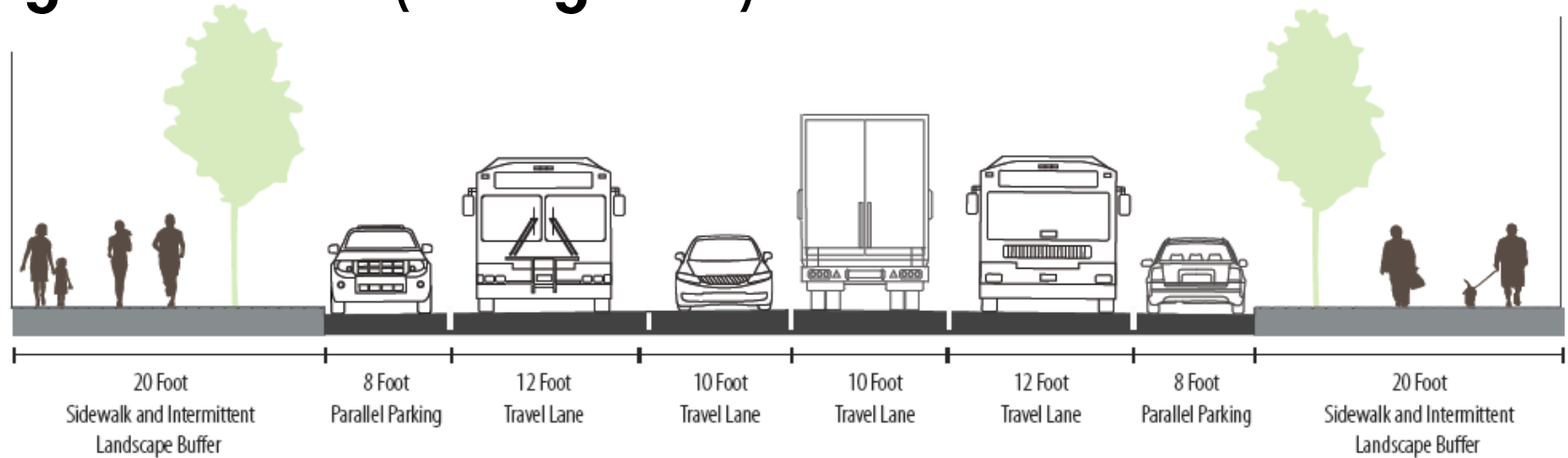


Preferred Alternative (facing west)

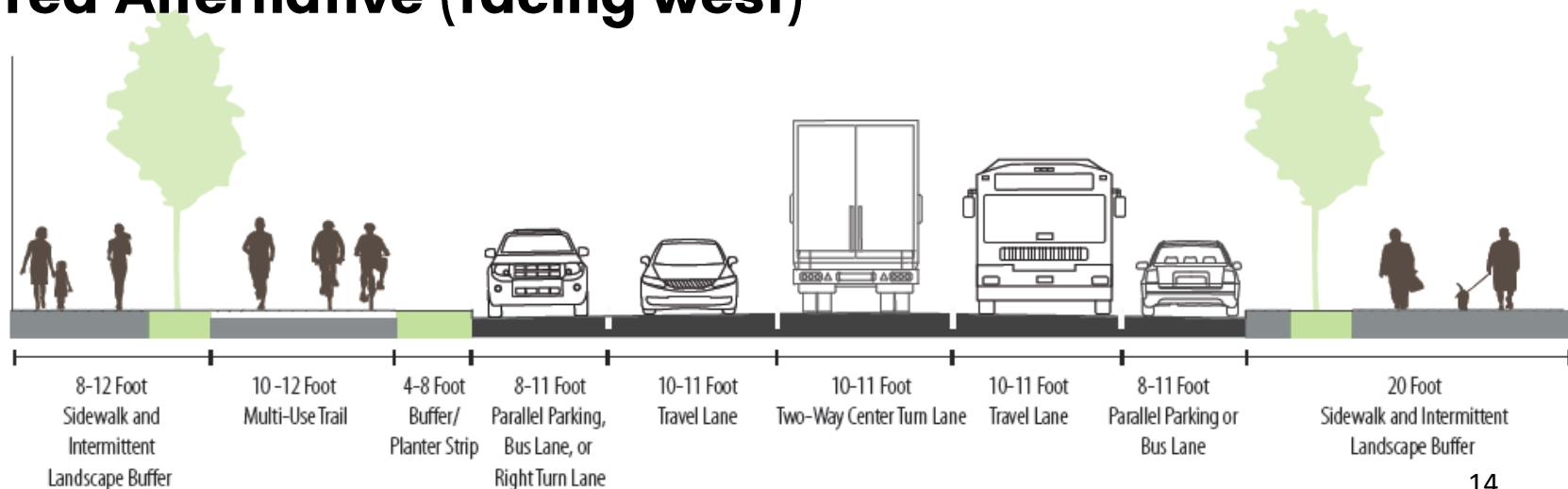


Typical Section NW Market St.

Existing Conditions (facing west)

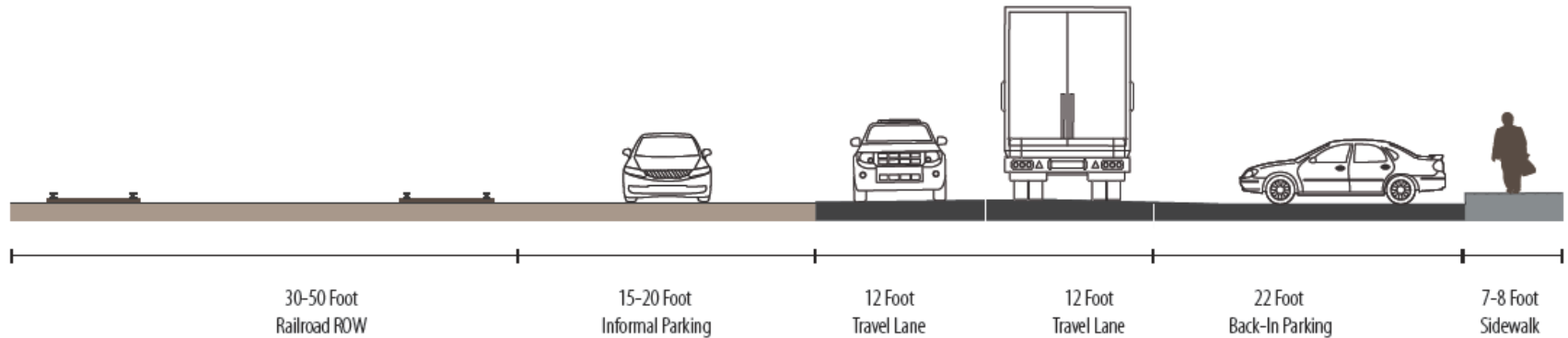


Preferred Alternative (facing west)

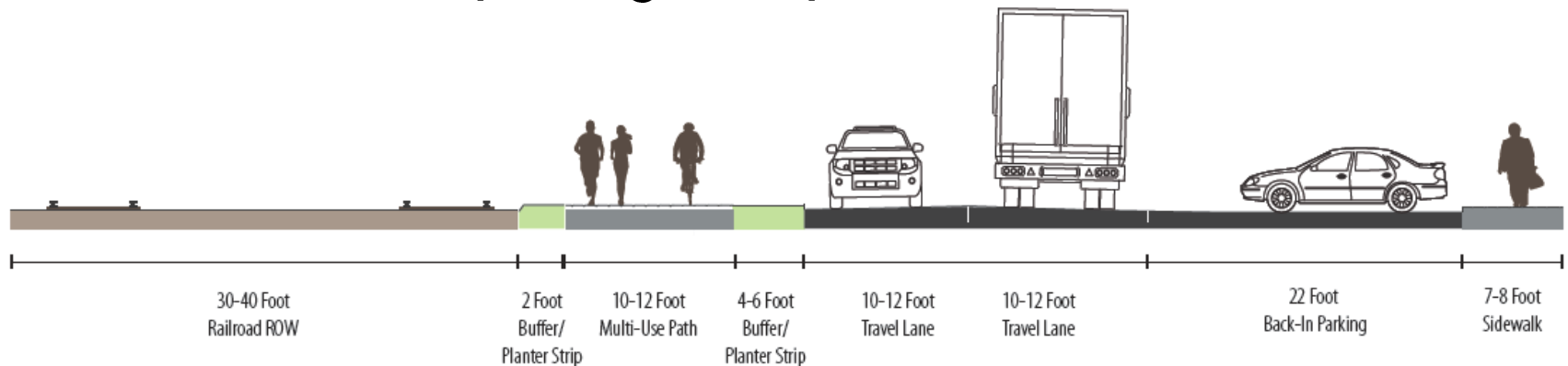


Typical Section Shilshole Ave NW

Existing Conditions (facing west)

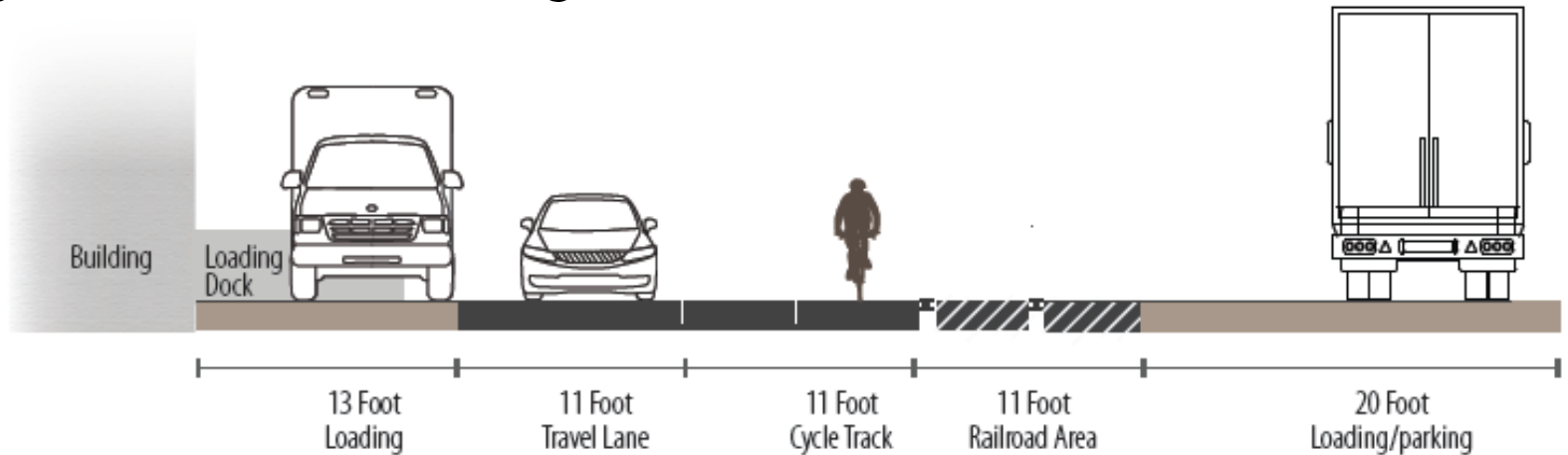


Preferred Alternative (facing west)

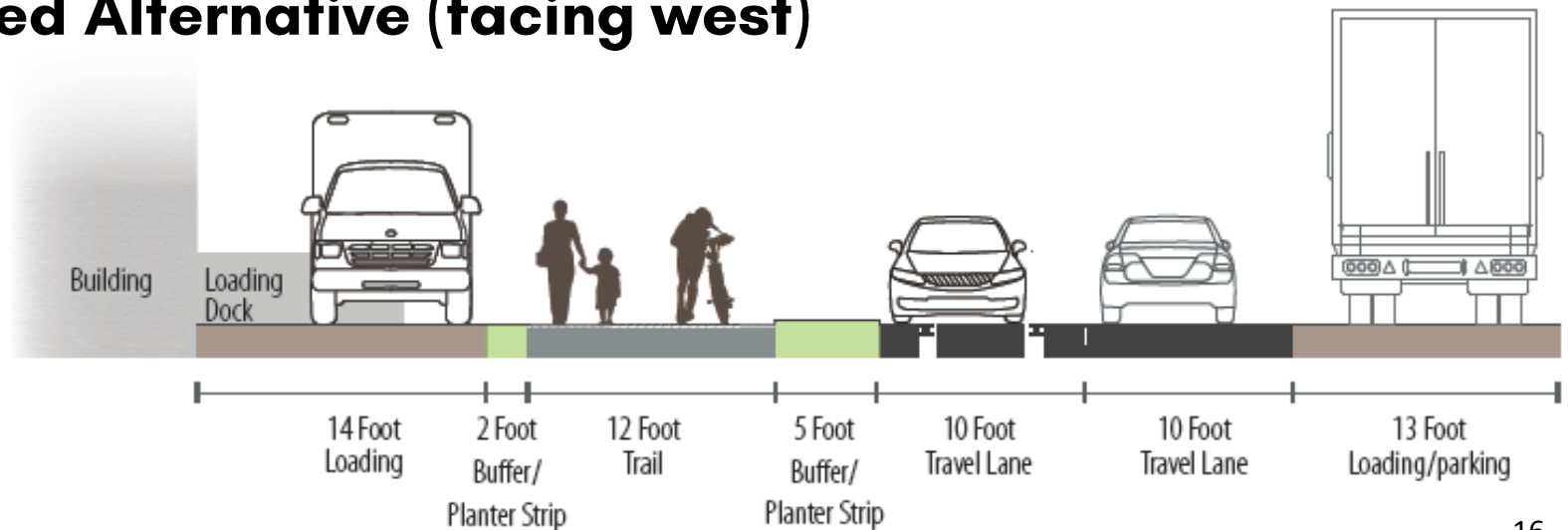


Typical Section NW 45th St.

Existing Conditions (facing west)



Preferred Alternative (facing west)



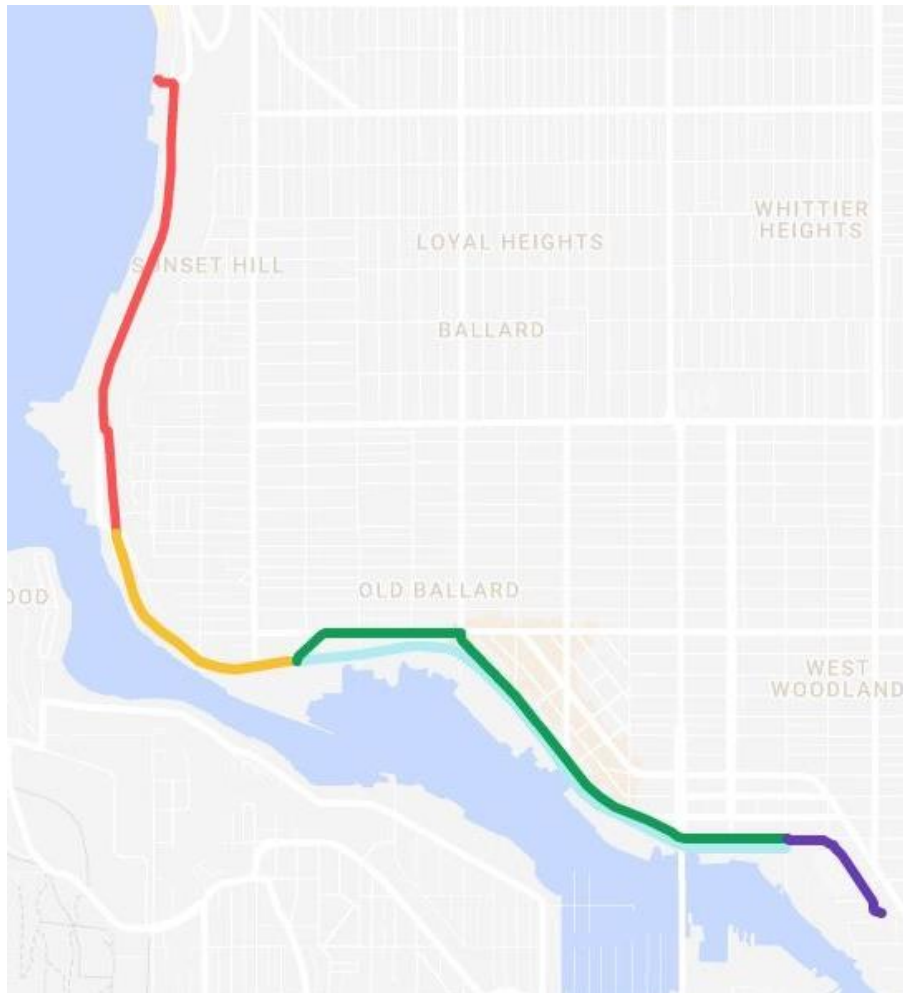
Schedule & Budget

Schedule

- 2017 project design milestones:
 - **Concept Design** – Mid-July
 - **Schematic Design** – Mid-September
 - **Design Development** – Early November
 - **Construction Documents** – Late December



Budget



PROJECT SEGMENTS (PRIOR PROJECTS) \$15.9M

■	Golden Gardens Park to 60th	\$4.7M
■	60th to Ballard Locks	\$3.4M
■	Locks to 11th (Prior Missing Link design)	\$4.8M
■	11th to 8th	\$2.4M
	Misc Corridor Improvements	\$0.6M

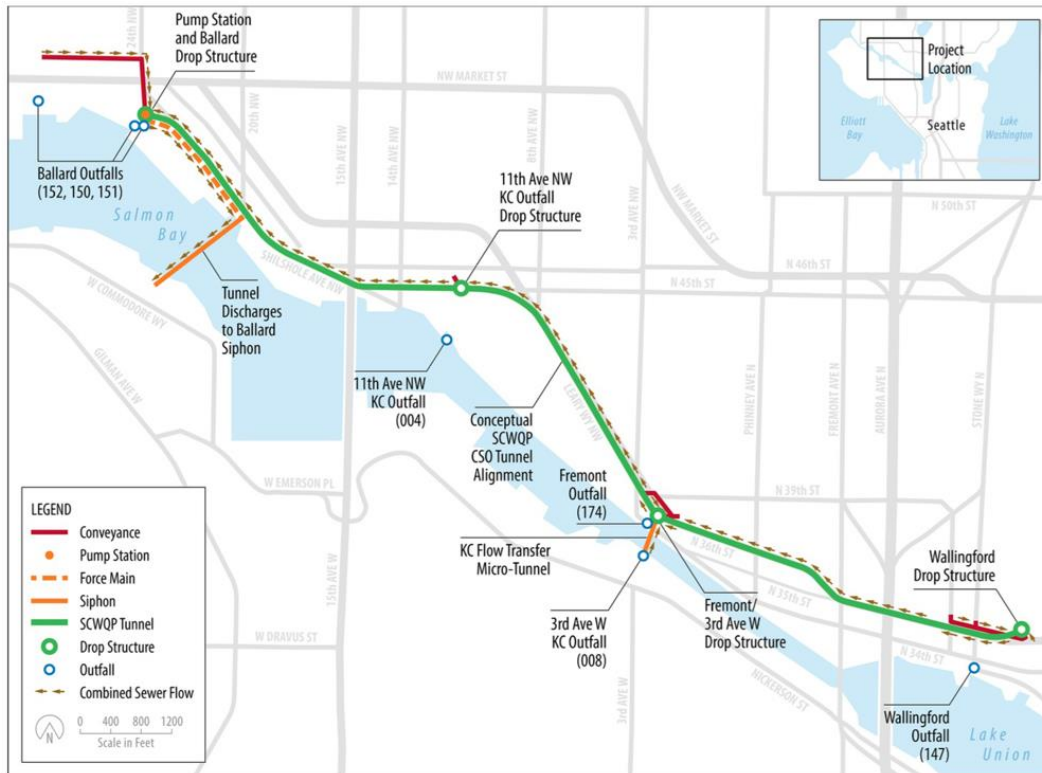
PROJECT SEGMENTS (CURRENT PROJECTS) \$15.0M

■	Locks to 11th (Current Missing Link)	\$12.5M
	Environmental Impact Statement	\$2.5M

BURKE-GILMAN TRAIL EXTENSION (ALL) \$30.9M

Adjacent Projects

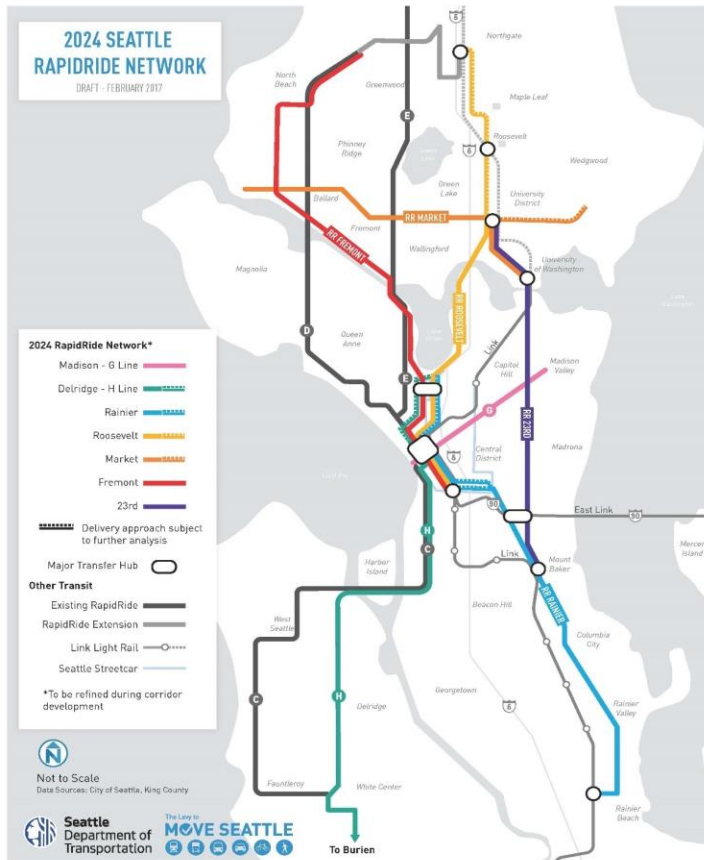
Ship Canal Water Quality Project



Subproject	Description
Ballard Early Works Package	<ul style="list-style-type: none"> • Site Remediation • Watermain • New Electrical • CSO Outfall Replacement • 24th Ave Pier Replacement • Streetend Closure (for construction only)
Shilshole Pipe	<ul style="list-style-type: none"> • 54" CSO pipe in ROW to KC Ballard Siphon (on Shilshole between 24th and Dock Place) • Constructed under BGT contract
Tunnel	<ul style="list-style-type: none"> • 2.7-mile tunnel to hold stormwater and some sewage during heavy rains • Launch Pit at former Yankee Diner Parking Lot, spoils will be hauled by barge • Drop Shaft at 11th/45th will require temporary rerouting of Burke-Gilman Trail
Tunnel Effluent Pump Station (TEPS)	<ul style="list-style-type: none"> • Site and Building Construction

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

2019	2020	2021	2022	2023	2024
G Line Downtown Seattle to First Hill to Madison Valley	H Line Downtown Seattle to Delridge to Burien	Roosevelt Downtown Seattle to Eastlake to Roosevelt Rainier Downtown Seattle to Mt Baker to Rainier Beach	Market Ballard to Wallingford to U-District	Fremont Downtown Seattle to Fremont/Ballard to Northgate	23rd Mt Baker to Central Area to U-District

Charter

DAC Work Plan

DAC and Public Input Opportunities

May 2017						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

June						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

July						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

- DAC meeting
- Segment workshop
- Public event

August						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

September						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

October						
S	M	T	W	T	F	S
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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

November						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

December						
S	M	T	W	T	F	S
					1	2
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17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

January 2018						
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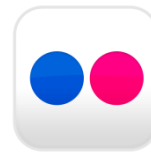
DAC Walking Tour and Meeting #3

- June 14 – DAC Walking Tour
 - Identify local conditions
 - Highlight potential challenge areas
 - Share local knowledge
 - Meet with key property owners
- June 15 – DAC Meeting #3
 - Debrief walking tour
 - SDOT to share project constraints, parameters, guidelines, and commitments
 - Discuss additional information needs

Questions?

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www.seattle.gov/transportation/BGT_Ballard.htm

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