

Burke-Gilman Trail Missing Link



The Levy to
MOVE SEATTLE


Seattle Pedestrian Advisory Board
Louisa Galassini, SDOT Project Manager
October 11, 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



Agenda

Project Overview

Concept Design (60%)

- Design Details
- Schedule
- Adjacent Projects

Questions



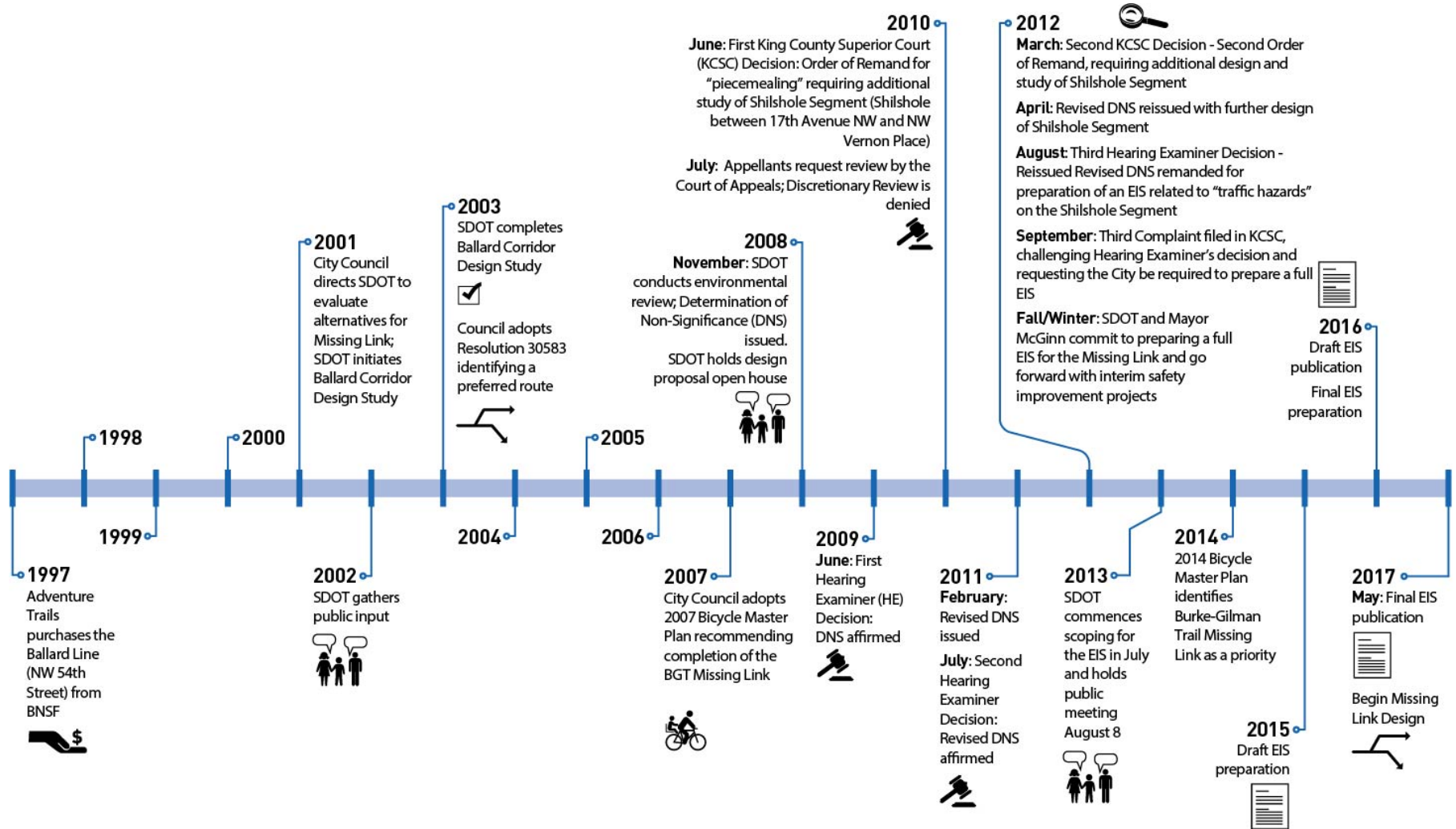
PROJECT OVERVIEW

Project Vision

Complete the Burke-Gilman Trail to create a **safe, direct, and well-defined route** for people of **all ages and abilities** traveling across the City and through Ballard. **Improve predictability** for motorized and non-motorized users while maintaining safe **truck and freight access** to local businesses.



Project History



Preferred Alternative



Why Preferred Alternative?

- **Most direct, shortest, flattest and fastest route through Ballard;** Flat is important, as this improves sight-lines and safety for all corridor users
- **Route used most often** by cyclists and pedestrians to get to the existing Burke-Gilman Trail, and would likely remain used if another route selected
- **Least number of roadway intersection crossings,** which have the greatest potential for conflict between drivers and cyclists or pedestrians
- **Least number of rail crossings,** which are notoriously dangerous for cyclists and rail operators
- **Least impact on, or need to modify, existing driveways or loading docks**



SCHEMATIC DESIGN (60%)

Project Segments



SEGMENT 1

NW 54TH & MARKET ST

Segment 1



Existing (NW 54th)

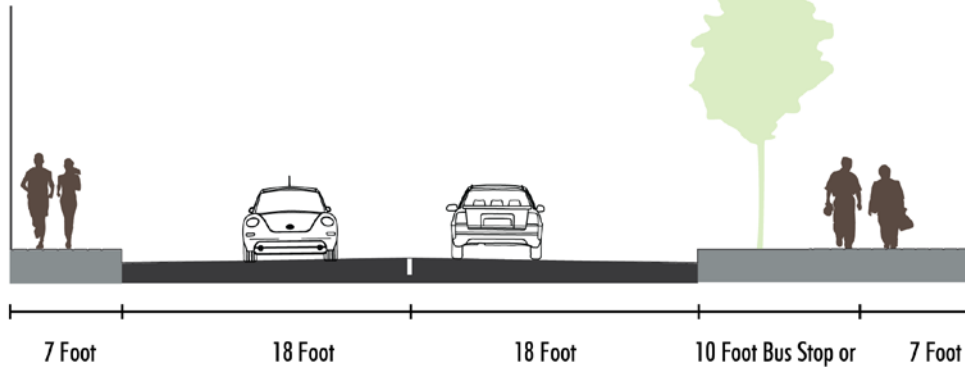


Existing (NW 54th)

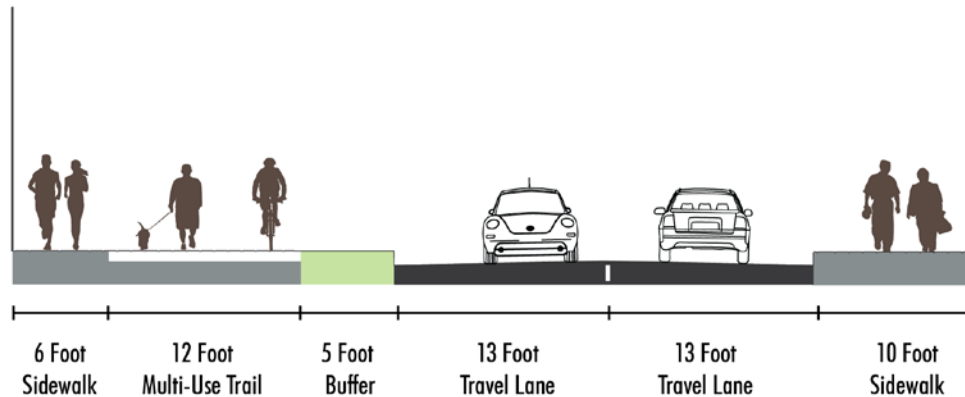


NW 54th - Section

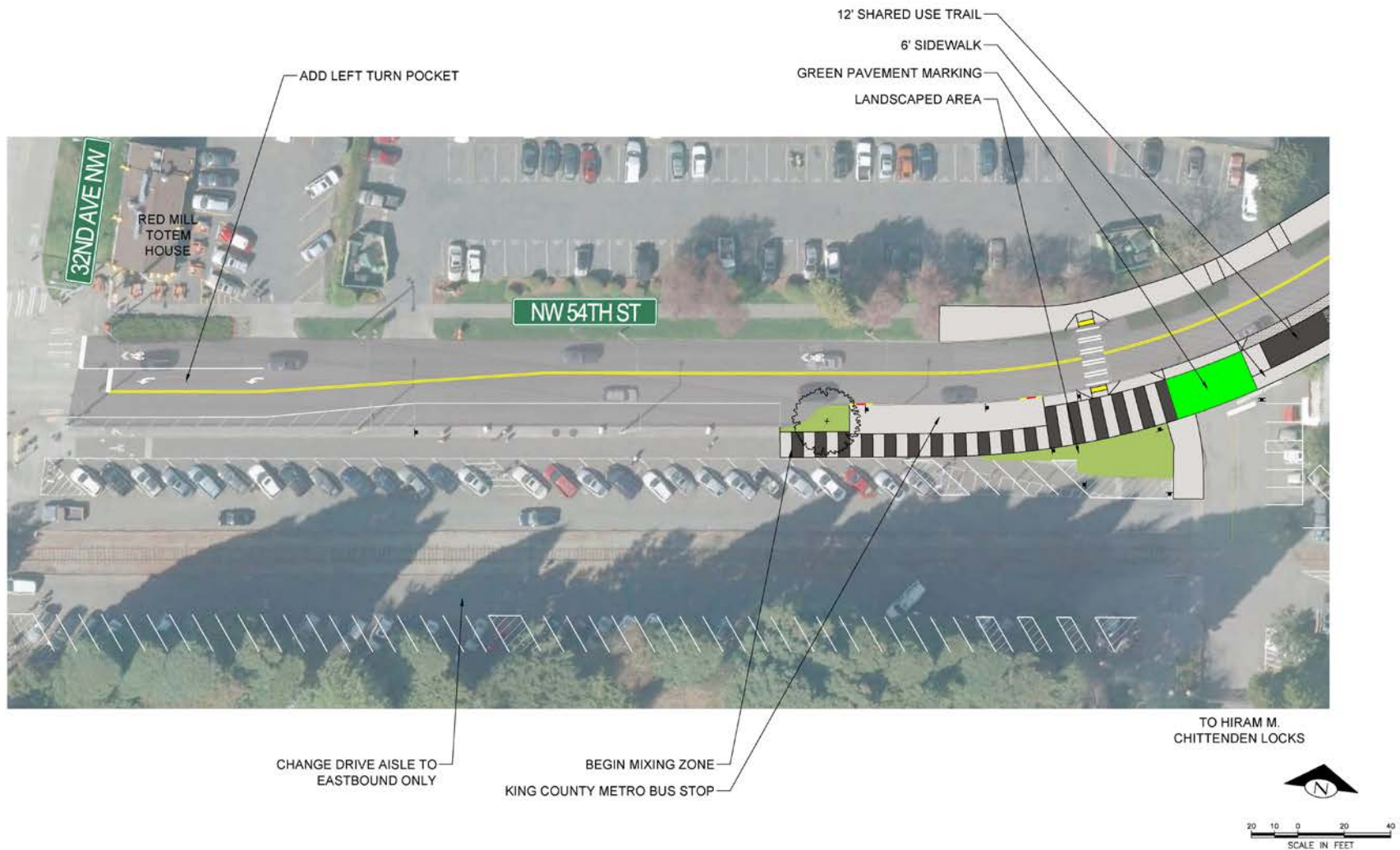
Existing Conditions NW 54th St Cross Section 60 Foot Right-of-Way



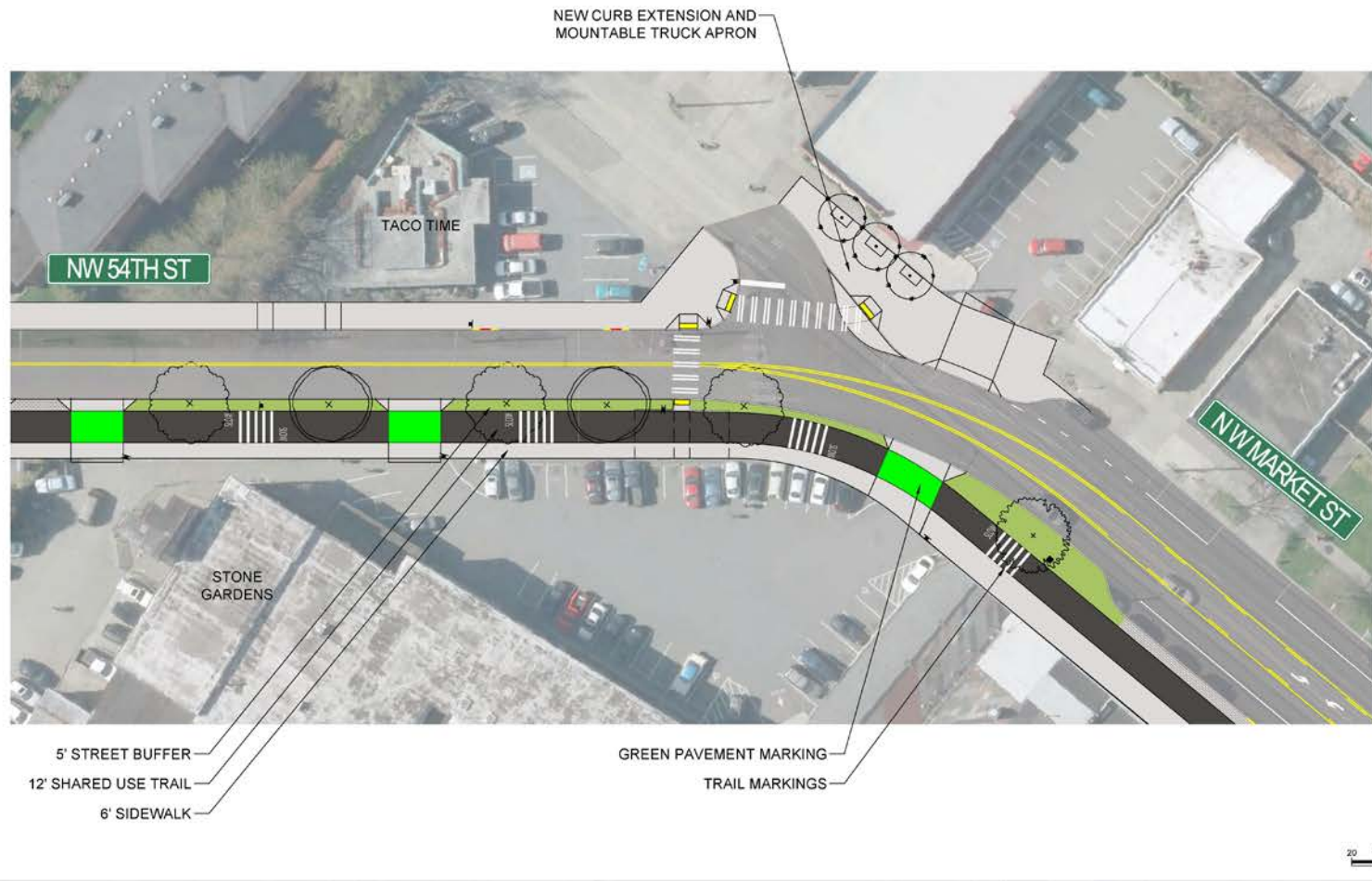
Missing Link Proposed Condition NW 54th St Cross Section 60 Foot Right-of-Way



NW 54th (Ballard Locks)



NW 54th / Market St

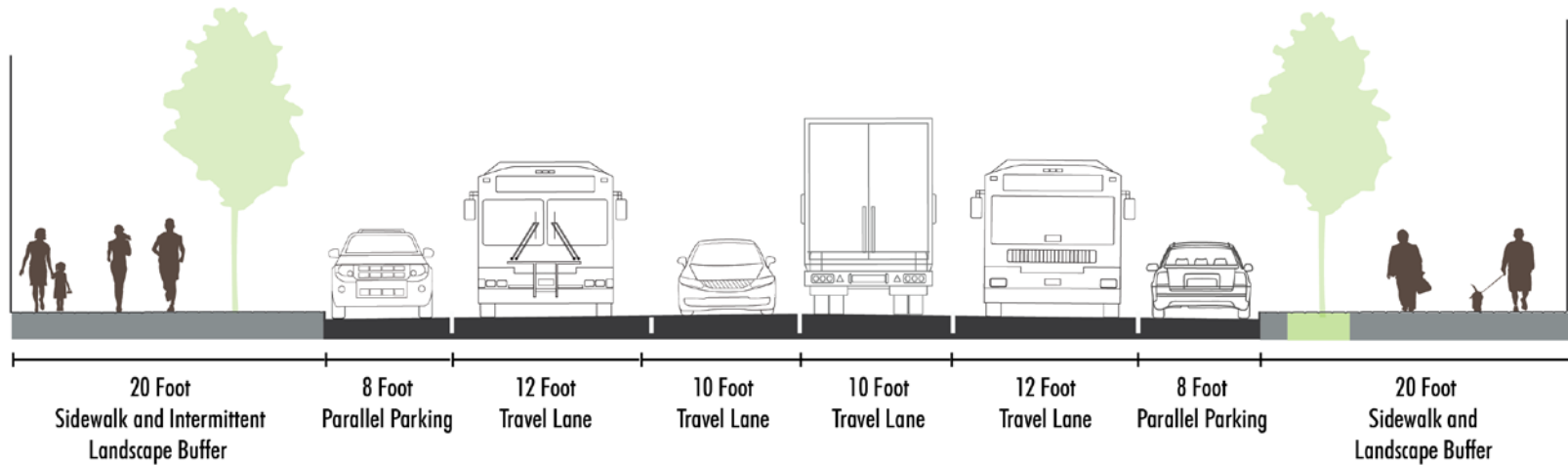


Existing (Market St)

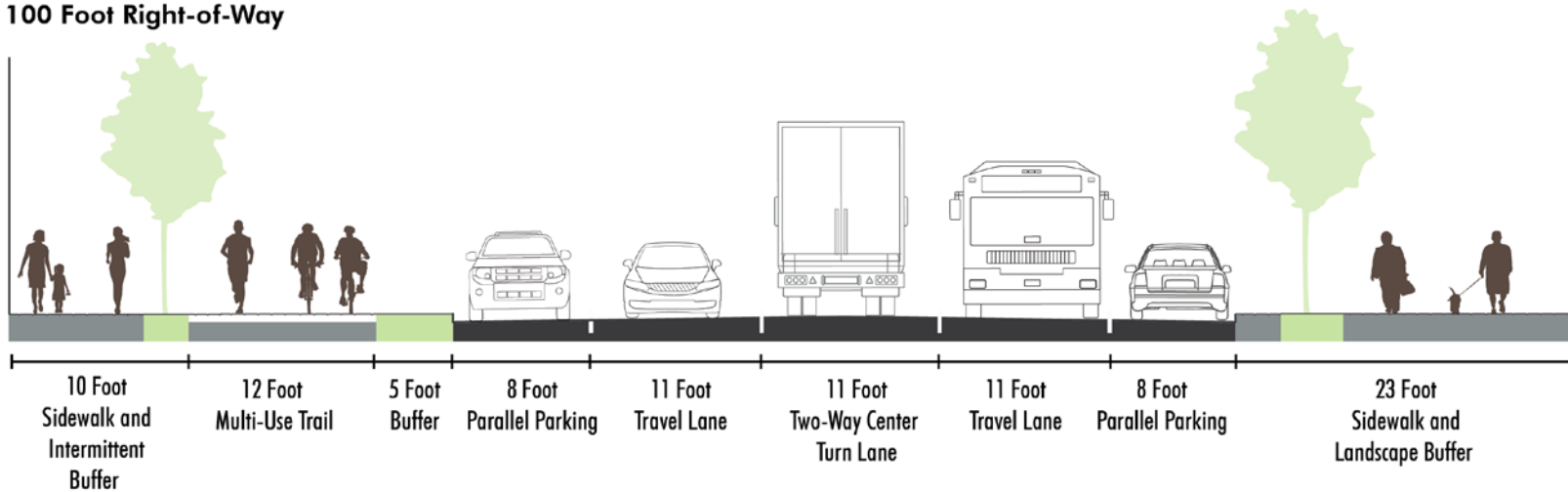


Market St - Section

Existing Conditions
NW Market St Cross Section
100 Foot Right-of-Way



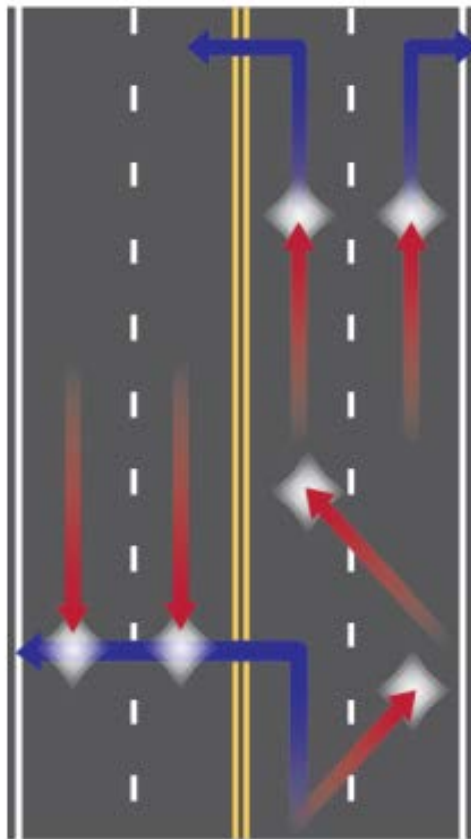
Missing Link Proposed Condition
NW Market St Cross Section
100 Foot Right-of-Way



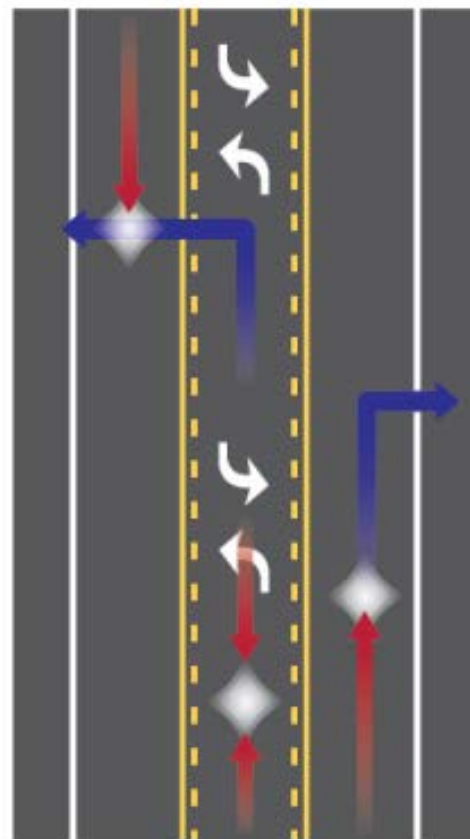
Road Re-channelization

Benefits: Reduced Crashes

4-Lane



3-Lane



Road Re-channelization

Benefits: Reduced Speeding And Collisions

Street	ADT Before	ADT Change	Injury Collisions	Aggressive Speeding (40+ MPH)
Stone Way N	13,900	-6%	-33%	-75%
Fauntleroy Way SW	17,599	+0.3%	-72%	-13%
S Columbian Way	12,300	+15%	-19%	-46%
Nickerson Street	18,500	-1%	-20%	-93%
NE 125 th Street	13,600	+11%	-8%	-69%
N 130 th Street	13,298	+0.5%	-75%	-87%
Ellis Avenue S	9,855	-39%	-24%	-30%

Road Re-chan (Stone Way)

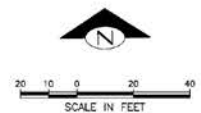
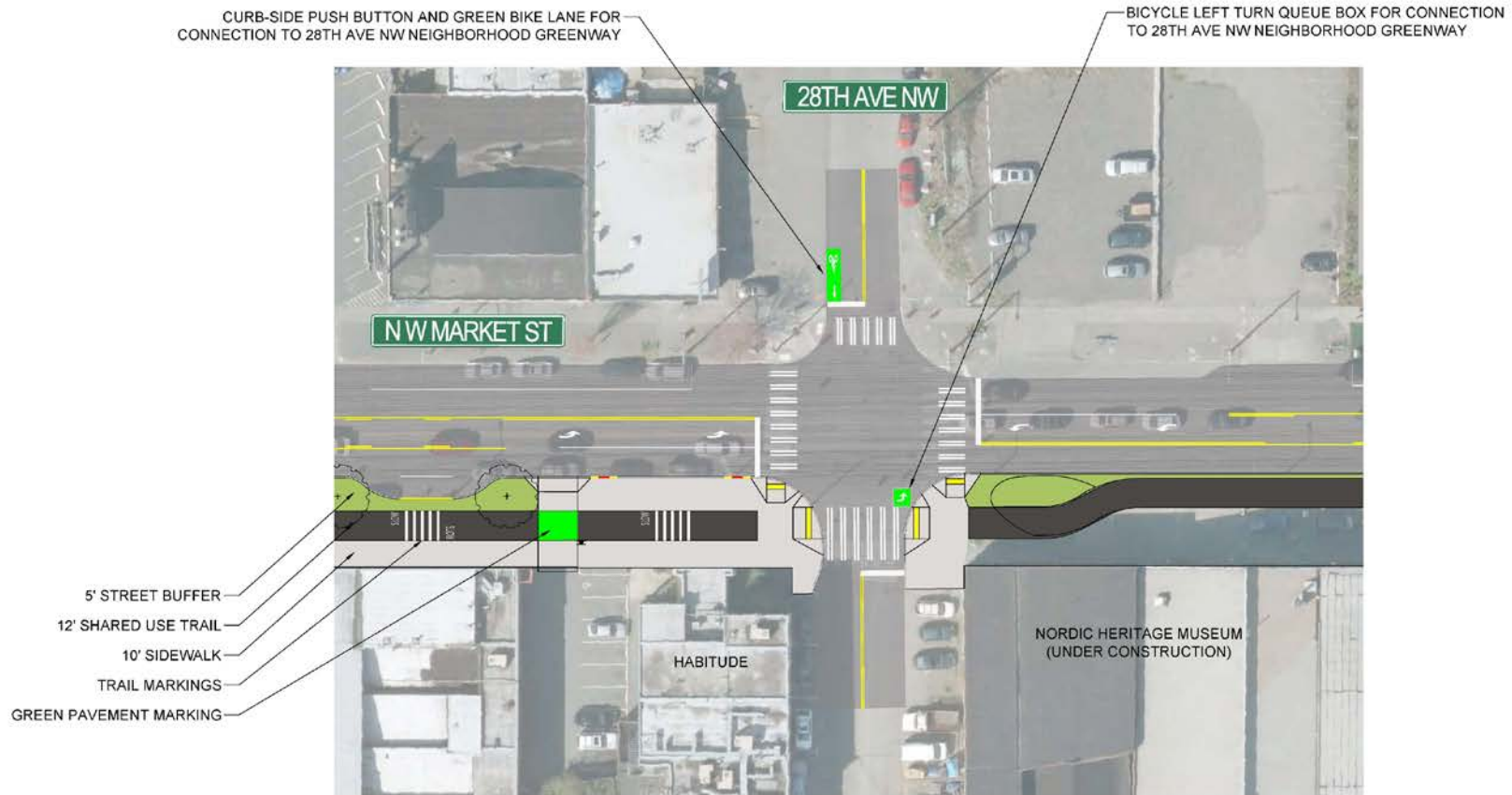
BEFORE



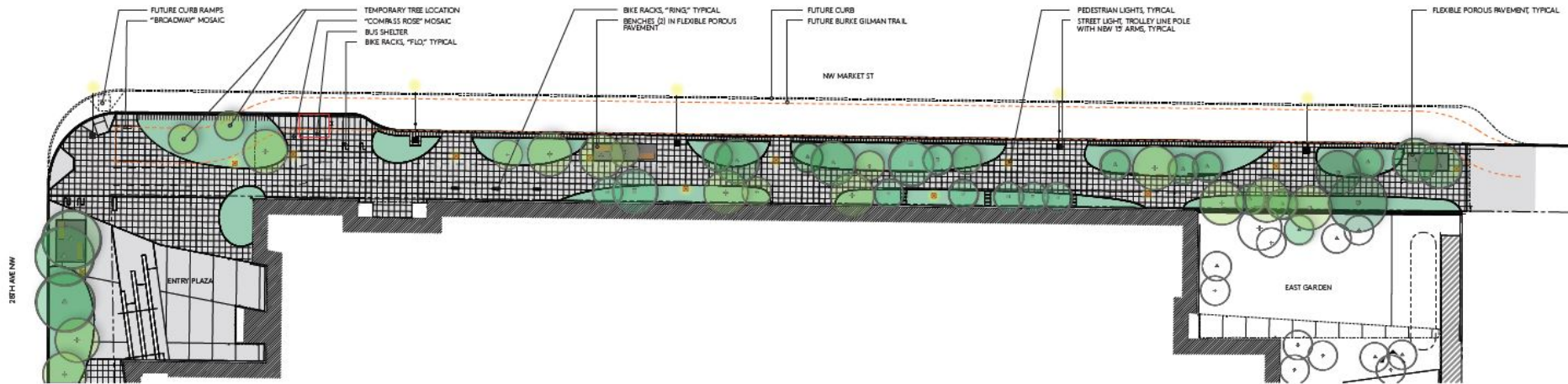
AFTER



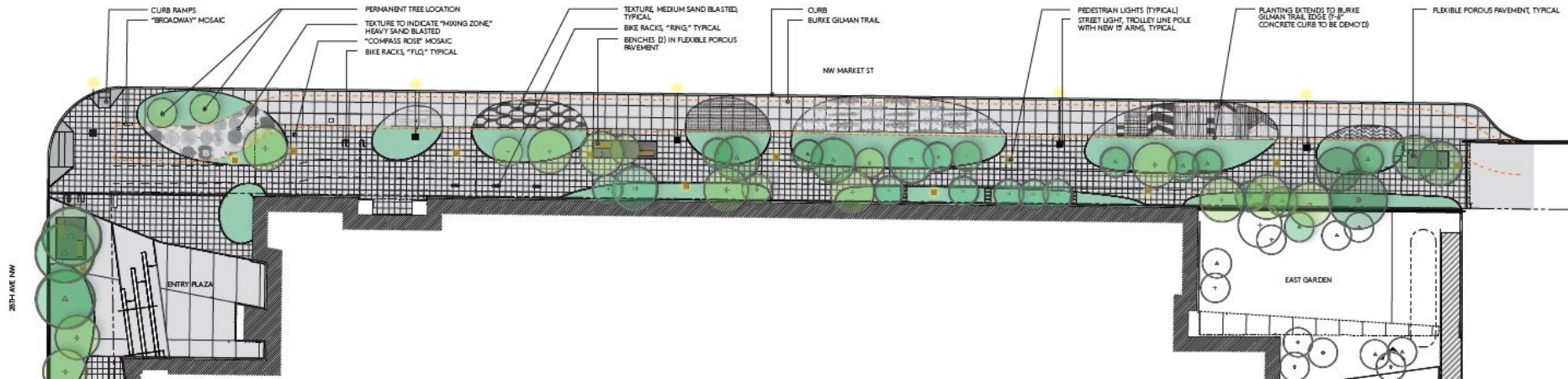
Market / 28th - Plan



Nordic Heritage Museum (Video)



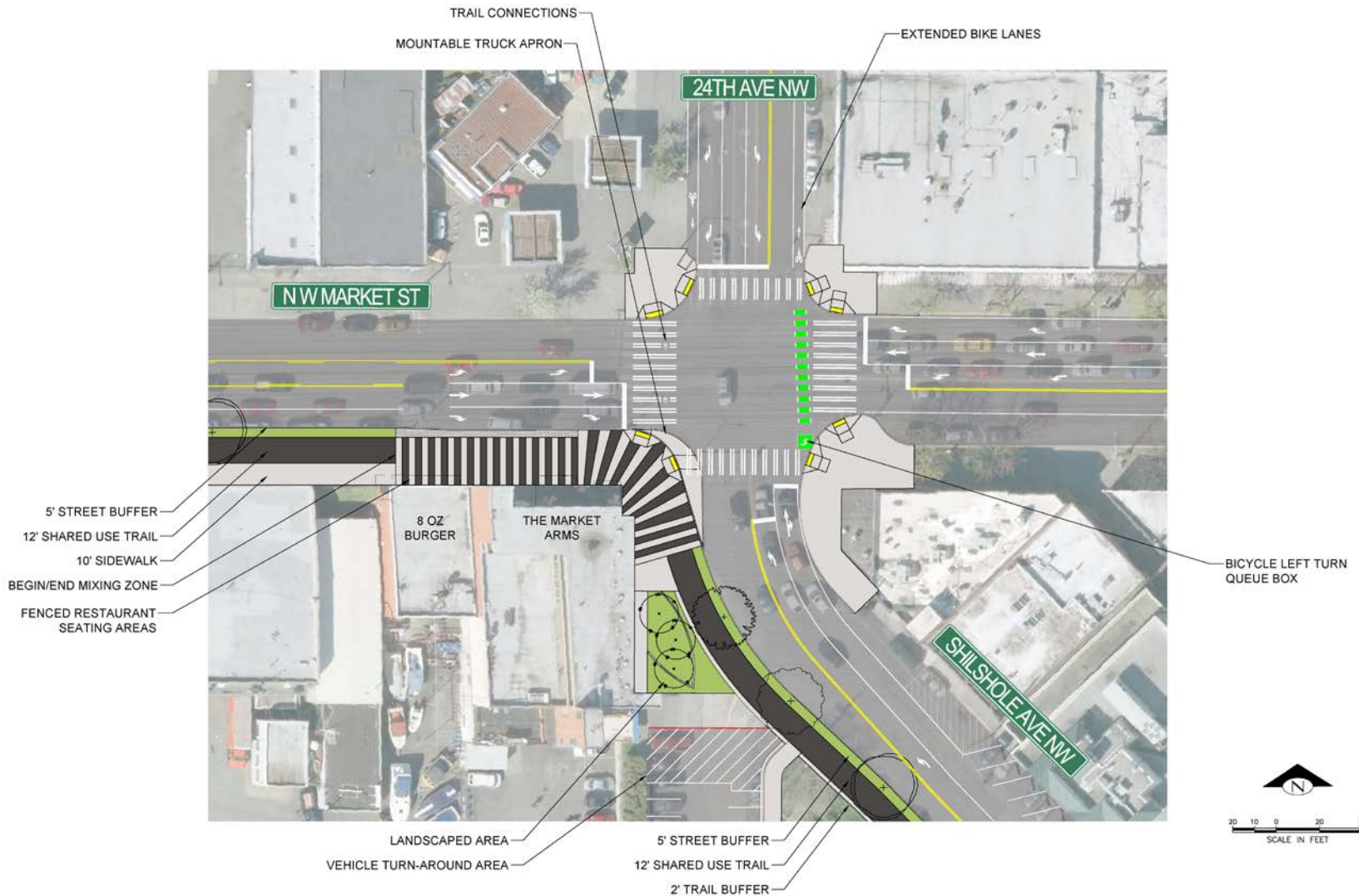
SIP ADDENDUM - INTERIM CONDITION



BURKE GILMAN TRAIL BUILD OUT



Market / 24th - Plan



Mountable Curbs



Paving Finishes



SEGMENT 2
SHILSHOLE AVE NW

Segment 2

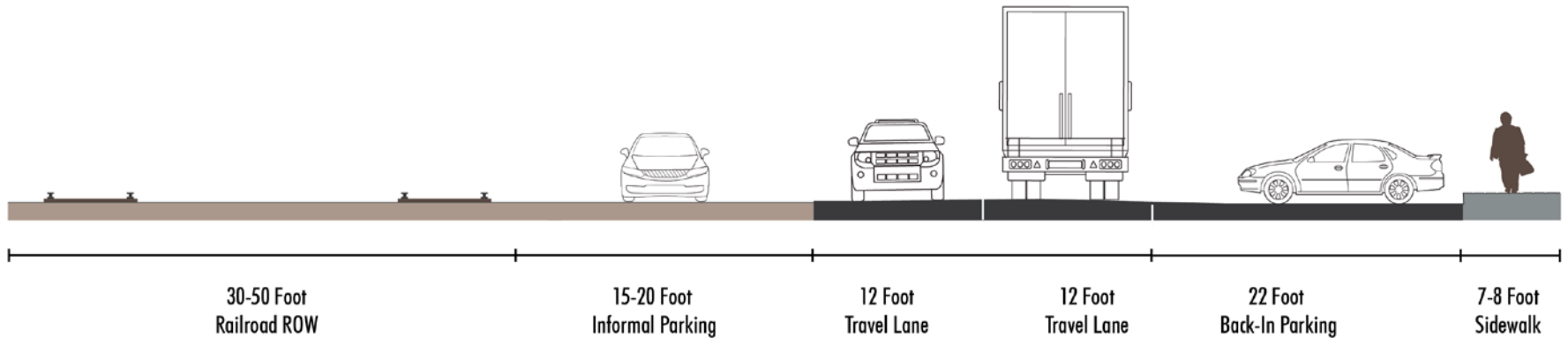


Existing (Shilshole Ave NW)

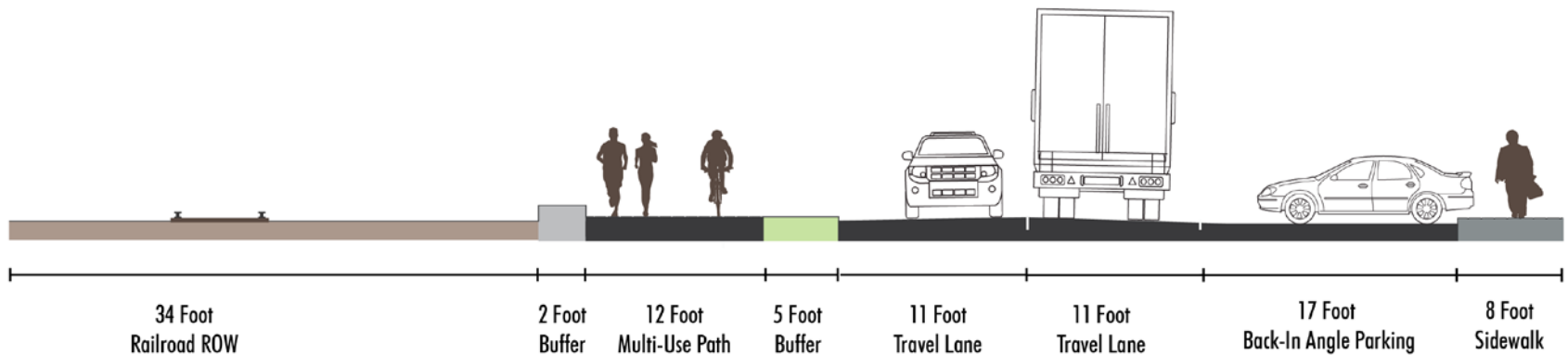


Shilshole - Section

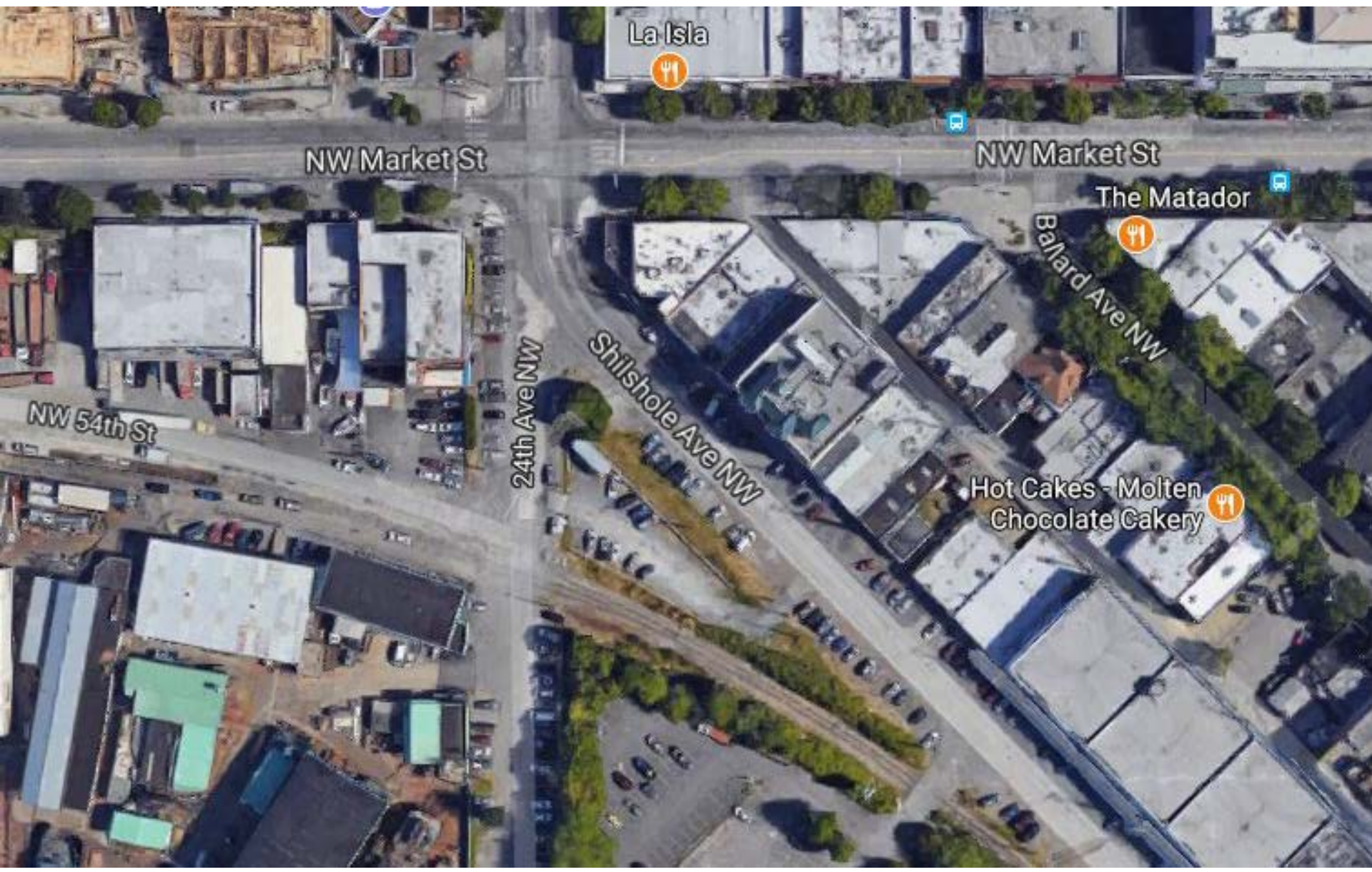
Existing Conditions Shilshole Ave NW Cross Section 110 Foot Right-of-Way



Missing Link Proposed Condition Shilshole Ave NW Cross Section 100 Foot Right-of-Way



Shilshole / 24th - Existing



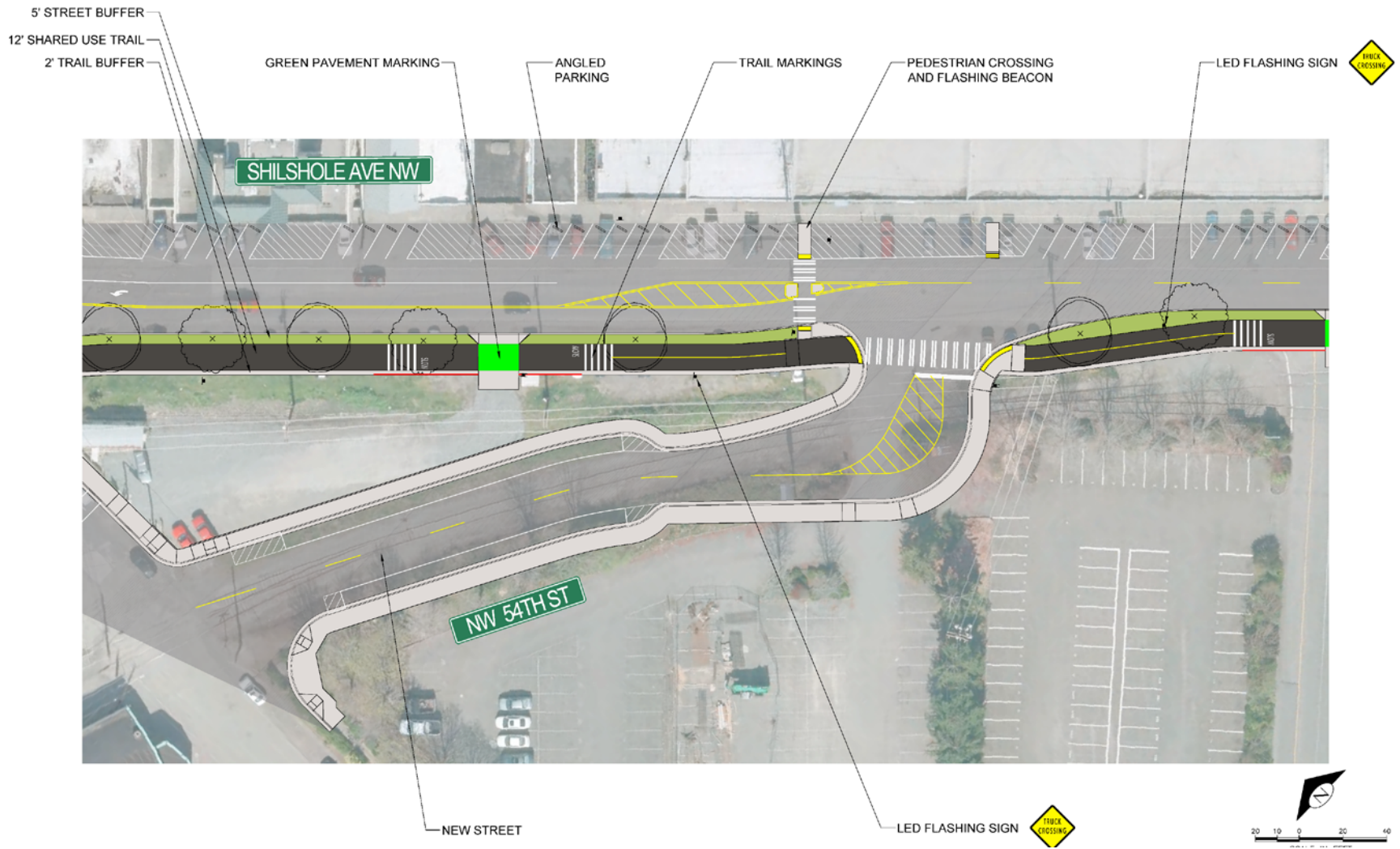
Shilshole / 24th (Existing)



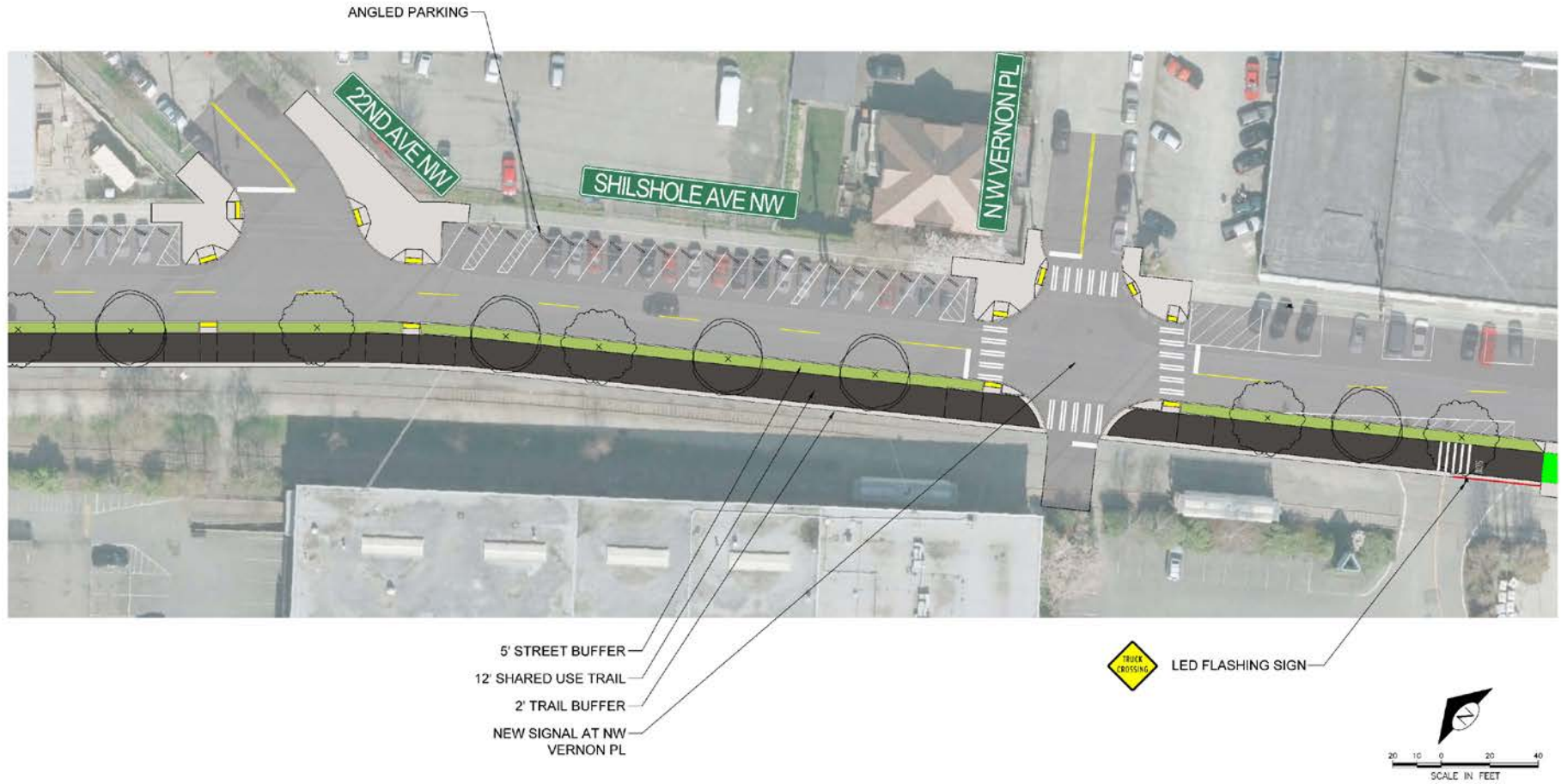
NW 54th (Existing)



NW 54th Extension Proposed



Shilshole / Vernon



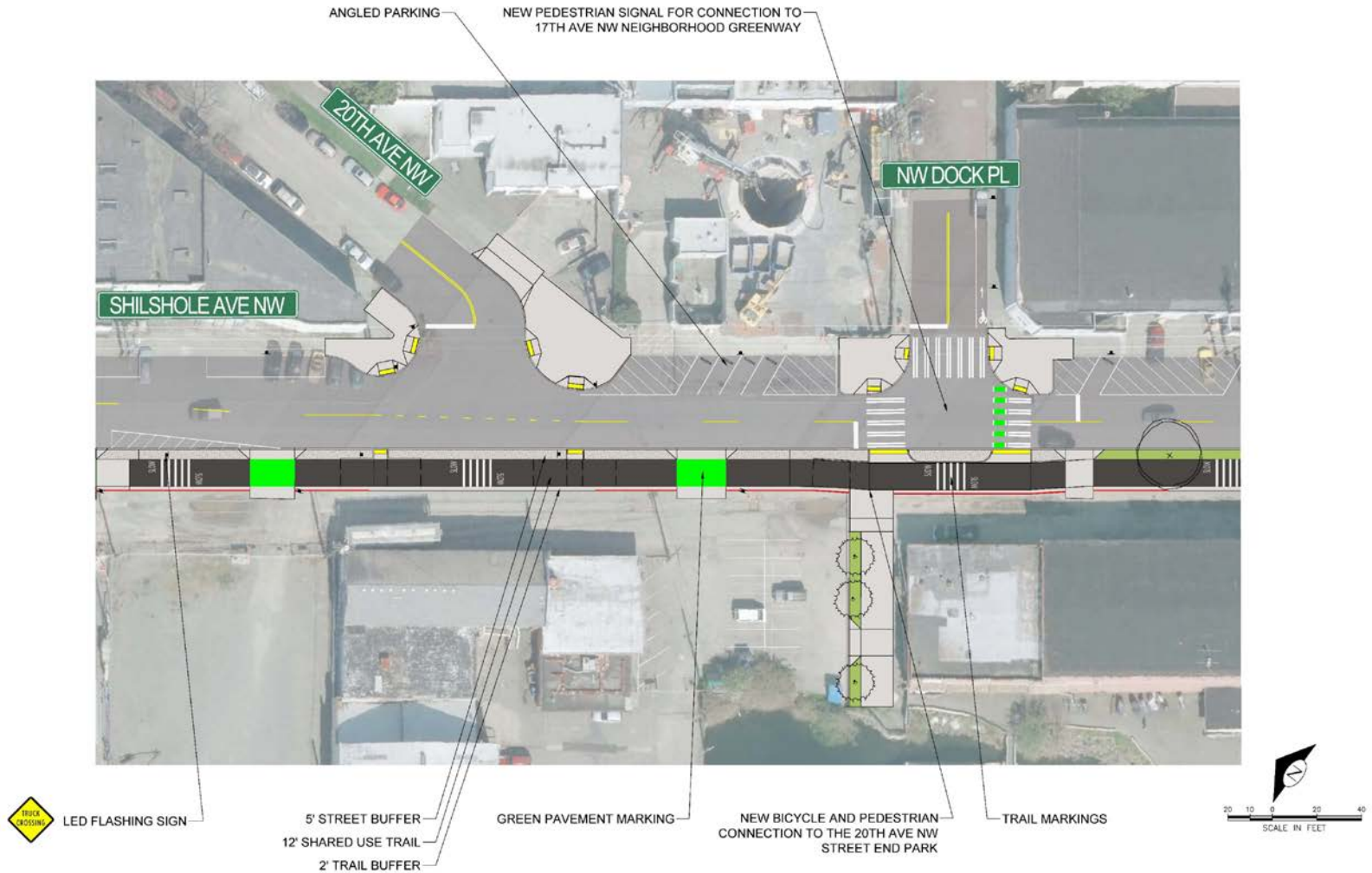
Existing



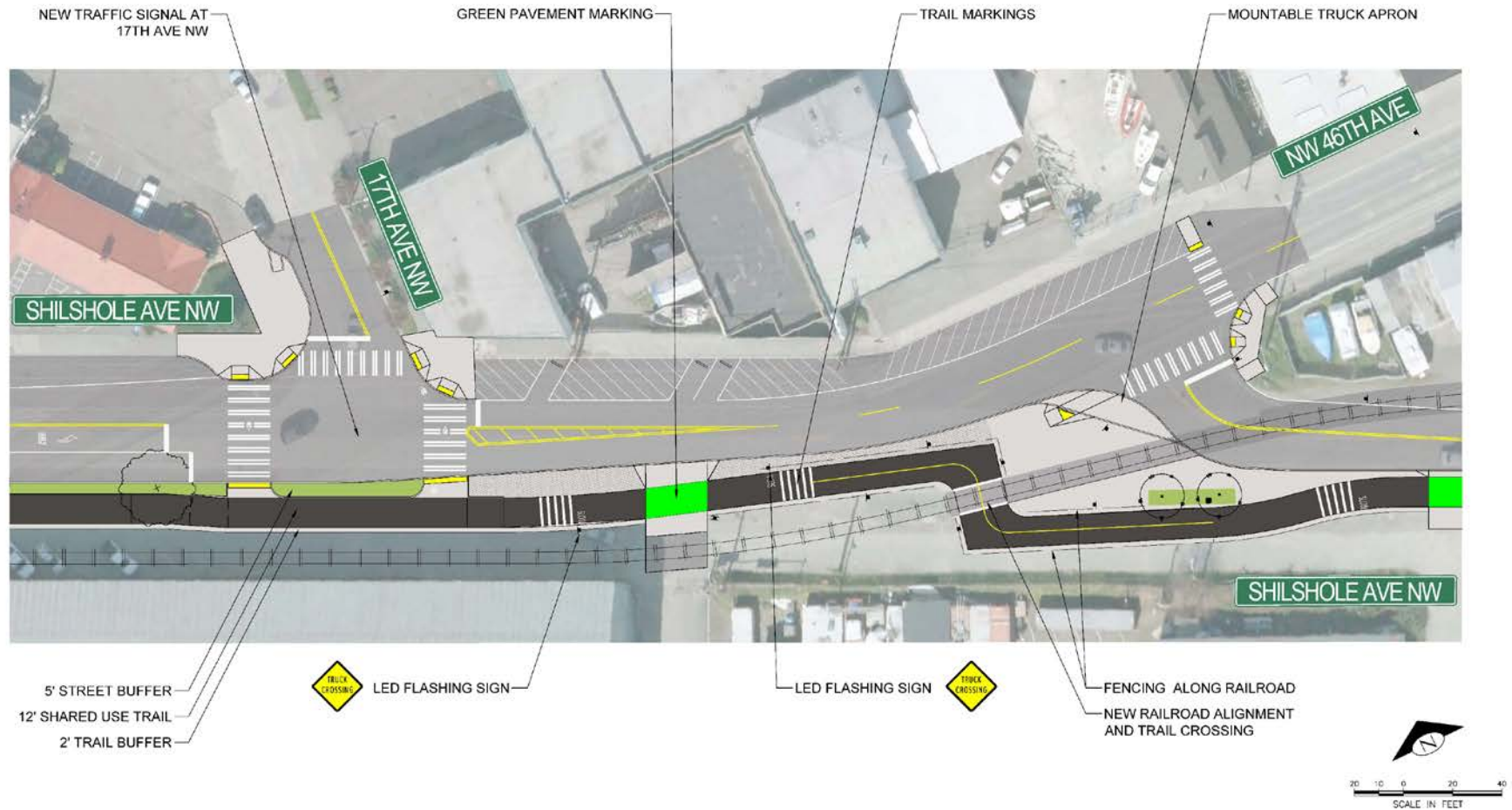
Proposed



Shilshole / 20th / Dock



Shilshole / 17th / 46th



SEGMENT 3
NW 45TH STREET

Segment 3



Existing (NW 45th)

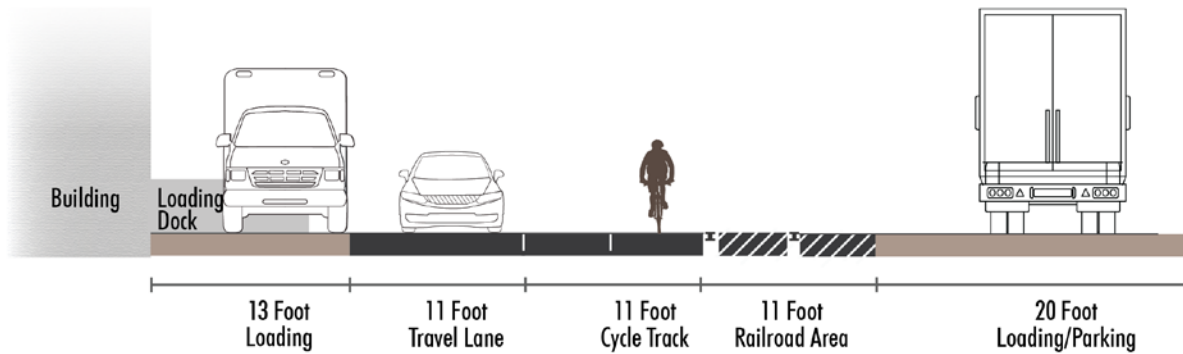


Existing (NW 45th)

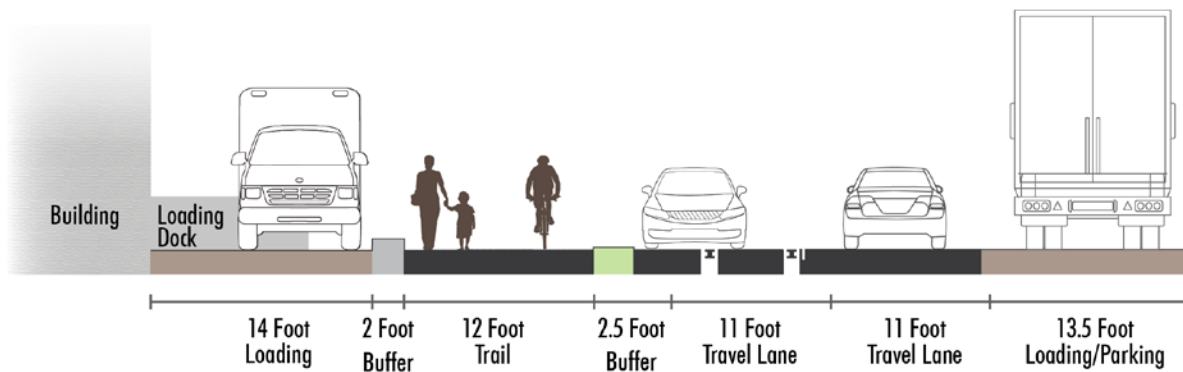


NW 45th - Section

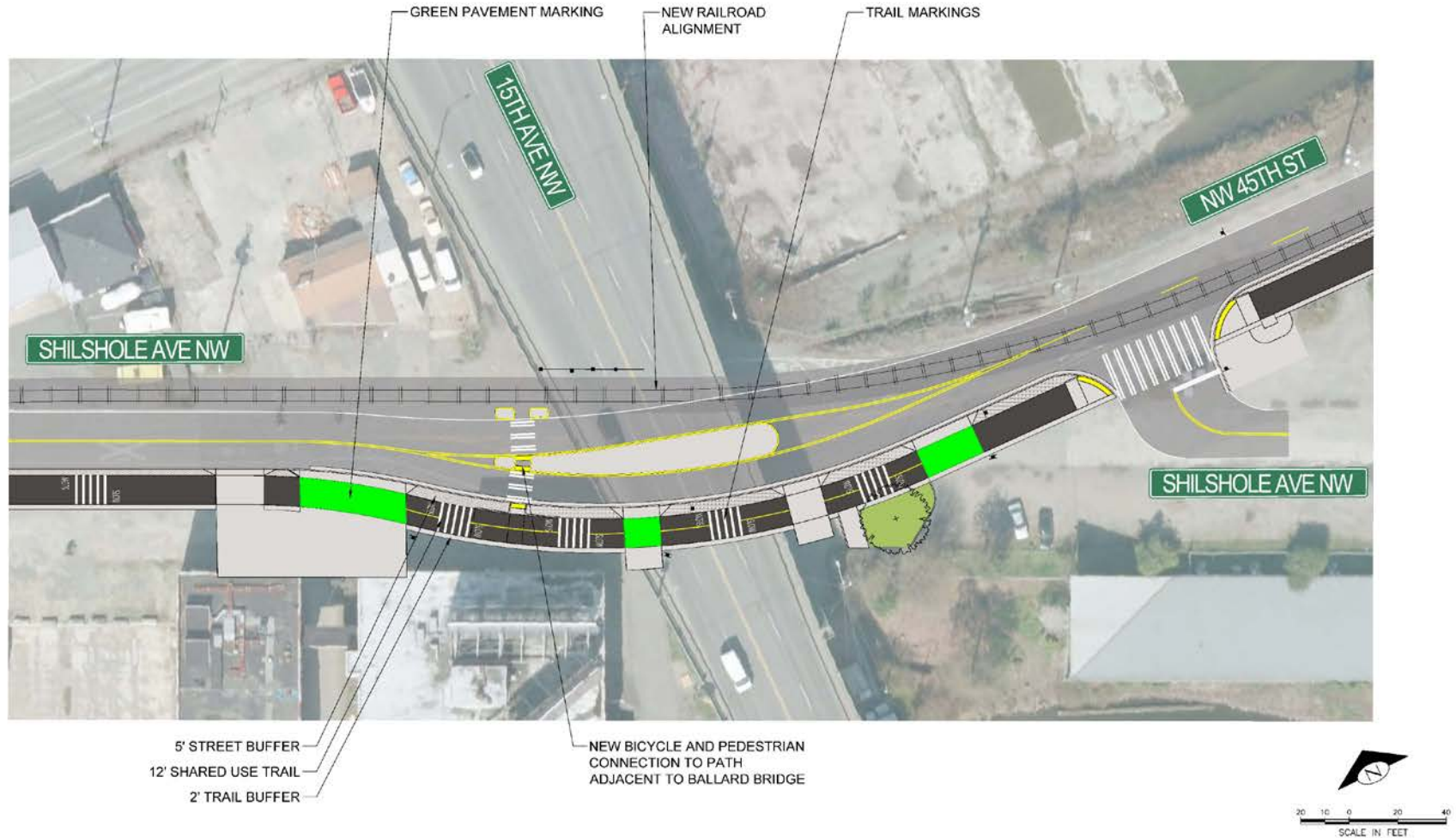
Existing Conditions NW 45th St Cross Section 66 Foot Right-of-Way



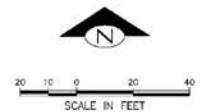
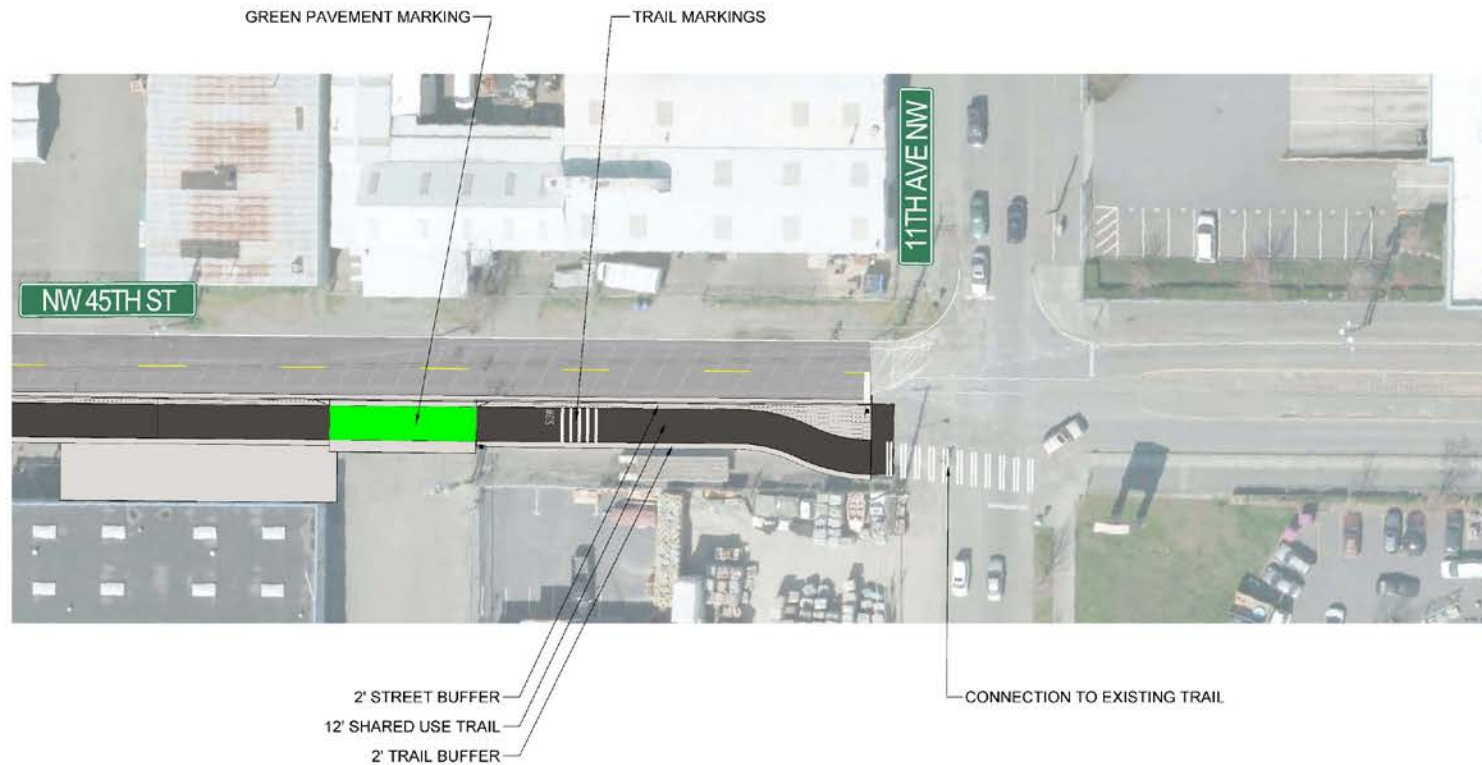
Missing Link Proposed Condition NW 45th St Cross Section 66 Foot Right-of-Way



Ballard Bridge



45th / 11th



Existing



Proposed



FULL CORRIDOR

Signal Changes



Bicycle and Pedestrian Connections



Street Trees



Places of Interest



1% for the Arts

- Funding approval granted from the Public Arts Advisory Committee (late July)
- Artist selection process is underway
- Early ideas: Creative industrial signage, buffer improvements



ADJACENT PROJECTS

Seattle RapidRide 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.

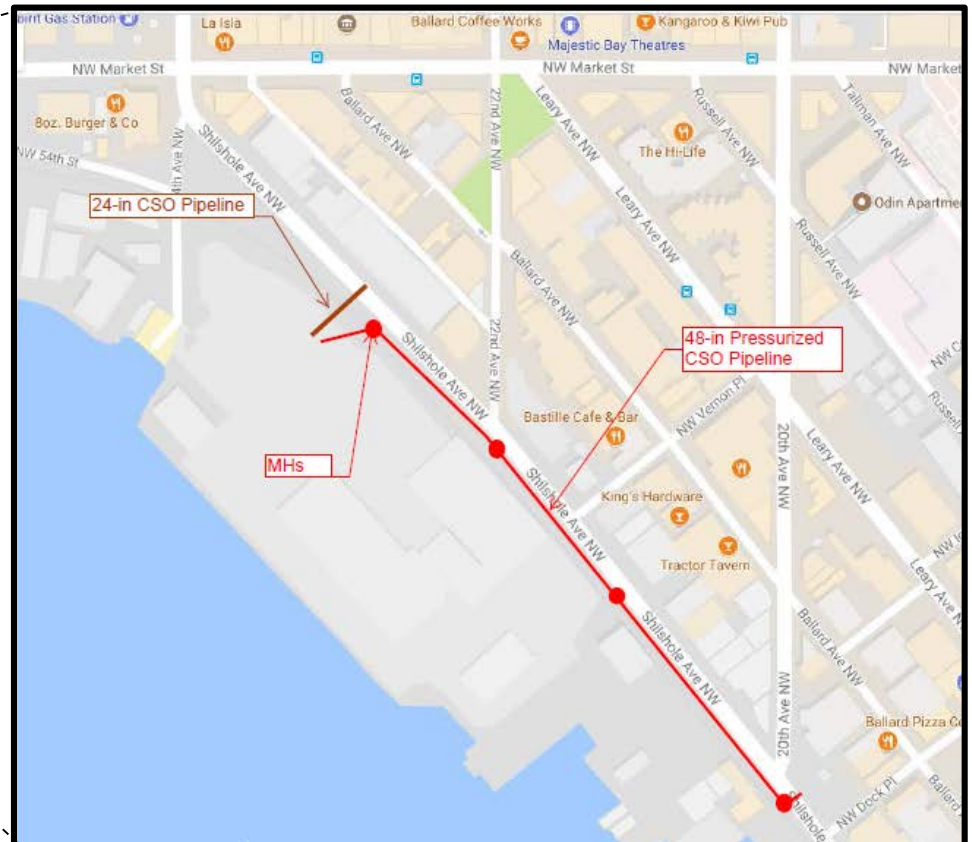
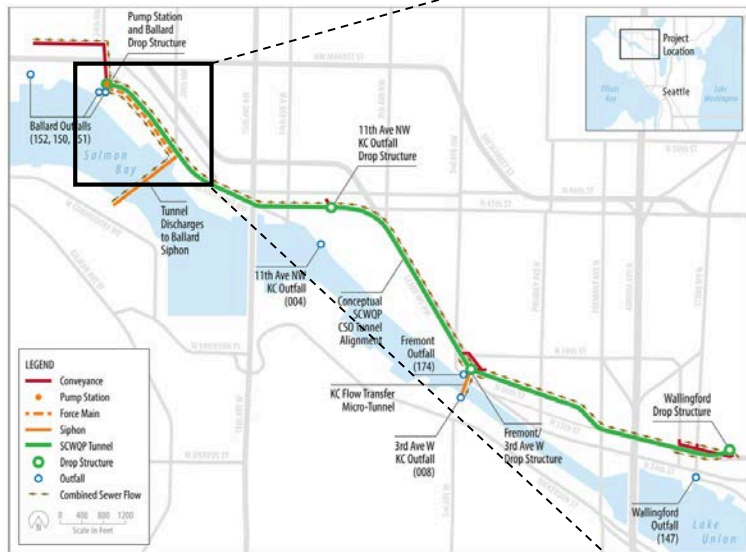


LINE OPENING PRELIMINARY TIMELINE

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



SPU's Ship Canal Water Quality Project



SCHEDULE

Schedule

30% Design:	July 2017
60% Design:	September 2017
90% Design:	November 2017
100% Design:	December 2017
Construction:	May 2018 - May 2019



QUESTIONS?

louisa.galassini@seattle.gov

www.seattle.gov/transportation/BGT_MissingLink.htm