

Seattle Department of Transportation

# Burke-Gilman Trail Missing Link

Schematic Design Outreach Overview  
September - October 2017

*Last updated: November 15, 2017*

## **PROJECT BACKGROUND**

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The Burke-Gilman Trail (BGT) is one of the most heavily-used walking and bicycling facilities in Seattle. It is a vibrant, 20-mile trail connecting multiple neighborhoods and other city and regional trails. It serves as a major transportation corridor for people riding to work or running errands, as well as providing a space for recreation.

The purpose of the Burke-Gilman Trail Missing Link project is to complete the Burke-Gilman Trail through the Ballard industrial and urban hub neighborhoods to improve safety for all, to support a variety of transportation and recreational uses for people of all ages and abilities, and to preserve freight mobility and access to adjacent properties.

The project has been in development since 2001 following the Seattle City Council's direction to evaluate completing the missing portion of the Burke-Gilman Trail. After many years of planning, stakeholder conversations and litigation, Seattle Department of Transportation (SDOT) completed a draft environmental review of the project in 2016, and published the Final Environmental Impact Statement (FEIS) in May 2017. The project is now in the design phase, and reached 60% design in September 2017

In order to engage stakeholders and community members from the Ballard area, SDOT held design workshops, an in-person public event, a self-guided walking tour, and an online open house to share the latest version of the corridor design. The outreach team also conducted briefings with local stakeholders to ensure that adjacent properties had the opportunity to directly communicate questions, concerns, and opportunities.

The public event provided the public an opportunity to express their concerns and provide insight on key design features. The online open house gave participants the opportunity to review information presented at the in-person event and submit geotagged comments on the design of the trail.

The following pages summarize the feedback, ideas, and questions gathered throughout schematic design outreach efforts.

## **SCHEMATIC DESIGN OUTREACH-BY-THE-NUMBERS**

Overall, early outreach efforts for design of the Burke-Gilman Trail Missing Link resulted in over **197 unique comments** at public events and through the online open house.

<b>Events &amp; Briefings</b>	3 in-person public events with 350+ attendees <ul style="list-style-type: none"> <li>• 1 segment design workshop</li> <li>• 1 public event</li> <li>• 1 public walking tour</li> </ul>
	36 local briefings
	1 local fair and festival event, reaching 140+ attendees <ul style="list-style-type: none"> <li>• Ballard Farmers Market</li> </ul>
	113 adjacent stakeholders visited
24/7 online open house, October 9 - 23, 2017	
<b>DAC</b>	2 Design Advisory Committee meetings: <ul style="list-style-type: none"> <li>• September 28</li> <li>• October 26</li> </ul>
	1 Field Test
<b>Notifications</b>	15,900+ mailers were sent to notify Ballard residents, property and business owners of the public events
	3 email updates to property owners, business owners, and interested persons (240+ recipients) about public events
	9 SDOT social media posts to 266,000+ followers <ul style="list-style-type: none"> <li>• Facebook (4,800+ followers) on October 5, 10, 11, 12, 17</li> <li>• Twitter (262,000+ followers) on October 5, 10, 12, 17</li> </ul>
	24 project notification signs placed along the Burke-Gilman Trail

## OVERVIEW OF FEEDBACK RECEIVED

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Key issues and concerns gathered during the Segment Workshop, Public Events and Online Open House attendees include:

### Make the trail safe

- Make the trail safe for all users, vehicles, and businesses that navigate the corridor daily
- Incorporate appropriate signage, barriers, and reflectors to ensure that drivers are aware of people riding bicycles and vice versa
- Ensure that motion-activated signs at driveways are clear and visible so people bicycling and walking are aware of trucks
- Promote safe behaviors from people bicycling and driving and educate people on new signage and rules to safely use the corridor
- Ensure safe trail/railroad track crossings on new trail
- Include street crossings for bicyclists and pedestrians to enter and exit the trail to/from downtown Ballard
- Separate people riding bikes from people walking, especially at the intersection of NW Market St and Shilshole Ave NW

### Do not inhibit the existing or future operations of the maritime industrial district

- Preserve existing driveway access for businesses along Shilshole Ave NW
- Educate trail users on the meaning of new motion-activated LED signs at driveways and truck crossings

### Effectively integrate the trail into surrounding infrastructure

- Consider where other area greenways are and incorporate appropriate infrastructure to connect them to the Missing Link
- Connect the Missing Link to existing and future protected bike lanes in the area, making it easier for people riding bikes to connect to and from the Missing Link
- Reduce congestion along NW Market St
- Consider creating an all-way crossing at the intersection of 24th Ave NW and NW Market St

### Retain parking

- Retain as much parking along the corridor as possible
- Preserve existing loading zones at businesses along the corridor
- Consider adding a parking lot, structure, or other solution to mitigate for lost parking

## SUMMARY OF FEEDBACK BY SEGMENT AND LOCATION

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A summary of feedback related to specific locations along the Missing Link corridor, gathered during the Segment Workshops, public events, and the online open house organized by segment includes:

### Segment 1 (Ballard Locks to 24th Ave NW)

- NW Market St is an essential artery for this area, and reducing vehicle lanes will create significant traffic impacts
- The Missing Link should travel along NW 54th St instead of NW Market St
- Include wayfinding, improved lighting, and landscaping in this area
- Ensure that landscaping and trees do not obstruct sightlines
- Include signage for people walking and biking along the trail, as well as for trucks crossing over the trail
- Ensure that large trucks, including WB-67, can offload in this area
- Separate the trail and sidewalk so they are not at the same grade
- Improve the connection to the northbound 24th Ave NW bike lanes by reducing the traffic signal wait time
- Introduce an all-way crossing for people walking and biking at NW Market St and 24th Ave NW
- Concern about the intersection of NW Market St and 24th Ave NW, both in terms of vehicle traffic and conflicts between users

### Segment 2 (Shilshole Ave NW)

- Concern that removing parking will impact businesses
- Trucks and vehicles will have a difficult time turning into driveways
- Concern about conflict between trail users and truck traffic along Shilshole Ave NW
- How many new traffic signals and crosswalks will be added along Shilshole Ave NW?
- Consider ways to allow bicycles to merge into the road, especially for the left turn onto 17th Ave NW to access the Ballard Bridge
- Concern that the Missing Link will worsen traffic along Shilshole Ave NW, especially during peak hours
- Concern about mixing zone and potential conflicts between people biking and walking at NW Market St and Shilshole Ave NW
- Improve lighting in this area to improve safety and visibility for corridor users
- Ensure that motion-activated signs clearly indicate that bikes should yield when truck approaches
- Consider adding parking in new areas to mitigate parking loss

### Segment 3 (NW 45th St)

- Improve the connection to and the crossing of the Ballard Bridge
- The intersection of NW 45th St & 11th Ave NW is a common conflict zone for people driving and biking. Improve signage on the street and directly on the trail to help clarify rules for the entire trail
- Improve parking signage in this area