

WELCOME!

Burke-Gilman Trail Missing Link Project

Tonight's public event is a **drop-in** session from **5-8 PM** for interested community members to **learn about the latest corridor design and provide feedback.**

We are here to listen

Please visit the stations and work with project staff to capture your ideas.

Presentation

A brief presentation to review the latest design will start at **6 PM**. Please join us!



You can also visit our online open house October 9 - 23 to share your thoughts about the latest corridor design:
BGTMissingLink.participate.online

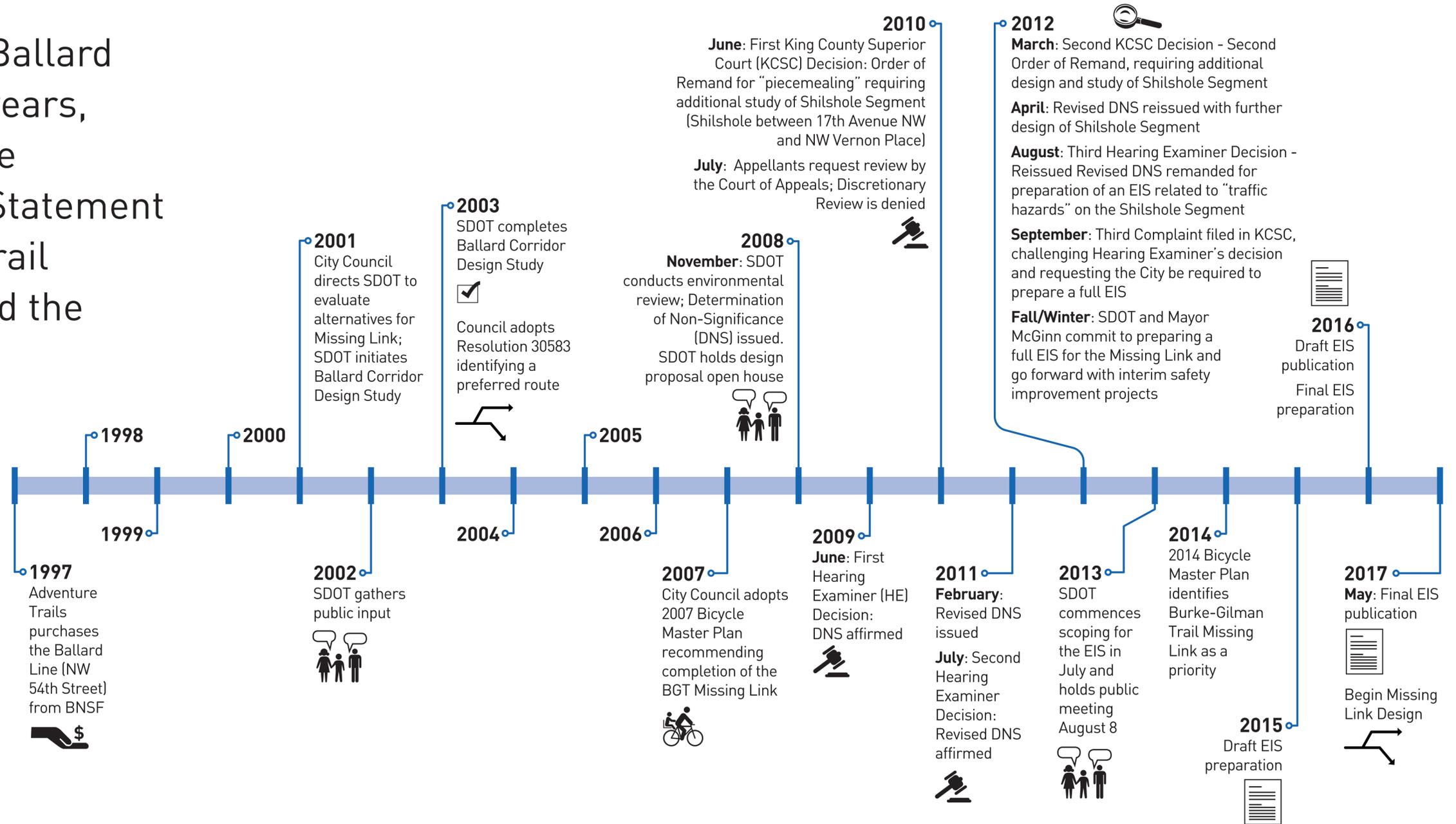
Stay in touch:

- **Visit the website for information and upcoming events:**
seattle.gov/transportation/BGT_MissingLink.htm
- **Sign up for email updates:**
BGT_MissingLink@seattle.gov
- **Email the Design Advisory Committee:**
BGT_MissingLink_DAC@seattle.gov
- **Call (206) 256-5264**
- **For translations,** please call (206) 256-5264

PROJECT HISTORY & TIMELINE

Burke-Gilman Trail Missing Link Project

After working with the Ballard community over many years, SDOT has completed the Environmental Impact Statement for the Burke-Gilman Trail Missing Link and started the corridor design phase.



This project is partially funded by the 9-year Levy to Move Seattle, approved by voters in 2015. Learn more about the levy at seattle.gov/LevytoMoveSeattle.



Seattle
Department of
Transportation



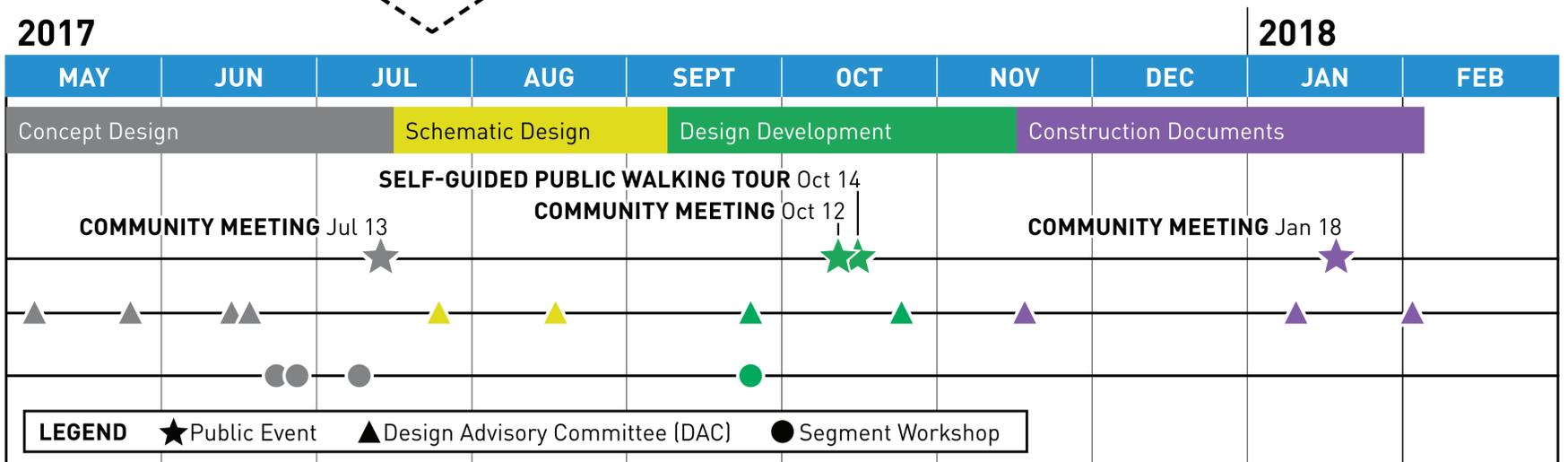
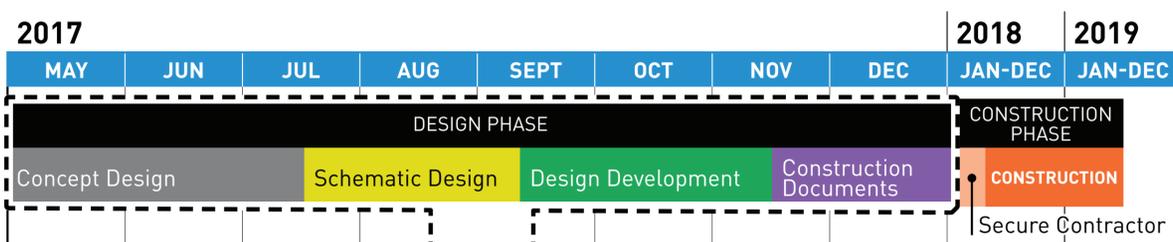
CORRIDOR DESIGN TIMELINE

Burke-Gilman Trail Missing Link Project

SDOT will complete the Burke-Gilman Trail Missing Link corridor design in 2017.

To inform the corridor design, SDOT has facilitated a Design Advisory Committee (DAC) process, offered segment workshops for adjacent property owners, business owners and residents, and hosted public events for the broader community.

Construction of the Missing Link is anticipated to start in 2018 with the trail open to users in 2019.



SEGMENT 1

(NW 54TH ST / NW MARKET ST)

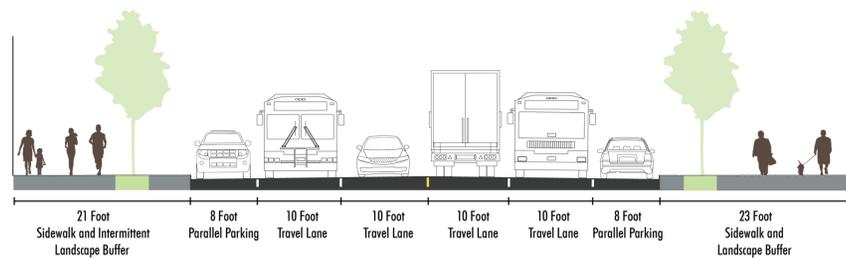
Burke-Gilman Trail Missing Link Project



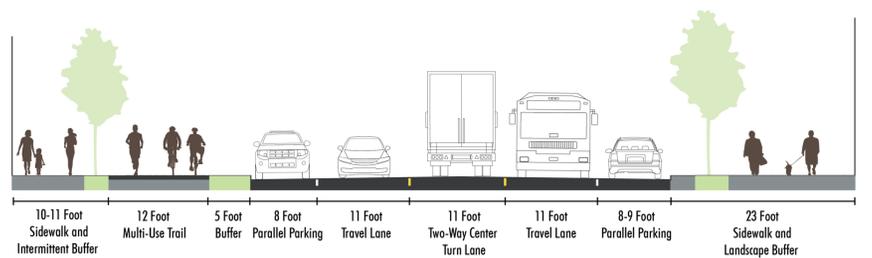
Key design features for the overall segment

- Connect the Missing Link to the existing Burke-Gilman Trail at the Ballard Locks
- Rechannelize Market St from 4 travel lanes to 3 to improve safety and provide dedicated space for the trail
- Improve pedestrian crosswalks and sidewalks
- Enhance bicycle connections to existing and proposed greenways and bike lanes
- Incorporate pavement treatments to highlight key, high-traffic areas where pedestrians and bicycles mix
- Integrate the Missing Link with the new Nordic Heritage Museum
- Improve safety by converting 26th Ave NW to a one-way street south of Market St
- Reorient parking facilities at the Ballard Locks to facilitate improved access and additional parking stalls
- Incorporate low-maintenance street trees that consider sightlines and improve corridor aesthetics

Existing conditions



Updated corridor design



Roadway cross sections facing west

This project is partially funded by the 9-year Levy to Move Seattle, approved by voters in 2015. Learn more about the levy at seattle.gov/LevytoMoveSeattle.



SEGMENT 2

(SHILSHOLE AVE NW)

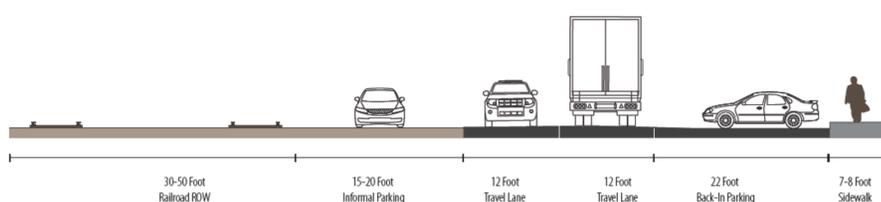
Burke-Gilman Trail Missing Link Project



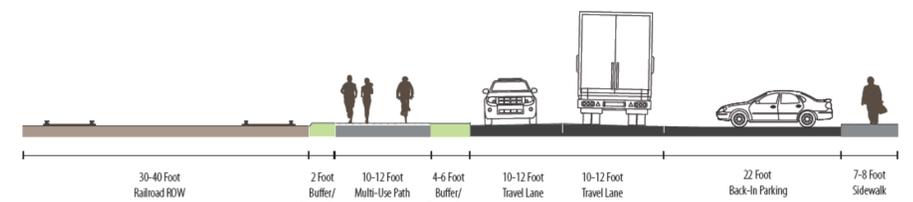
Key design features for the overall segment

- Pave a portion of NW 54th St and convert 24th Ave NW to a dead end to improve freight access, provide additional parking, and improve safety for trail users
- Install new traffic signals and rapid flash beacons along Shilshole Ave NW
- Add or extend turn pockets at key locations along Shilshole Ave NW
- Improve stormwater infrastructure to manage street and trail runoff to reduce impacts to adjacent private property and businesses
- Incorporate low-maintenance street trees that consider sightlines and improve corridor aesthetics
- Enhance connectivity to existing Neighborhood Greenways and bike lanes
- Enhance driveways along Shilshole Ave NW to improve predictability of entrance and exit points to and from adjacent businesses for vehicles and trail users
- Install LED signage along the trail at key crossings to warn trail users of exiting vehicles
- Reconfigure parking orientation to maximize parking spaces on the north side of Shilshole Ave NW
- Relocate and improve trail/railroad crossing to enhance safety for cyclists traveling along the trail
- Coordinate with Seattle Public Utilities on upcoming construction of the Ship Canal Water Quality Project

Existing conditions



Updated corridor design



Roadway cross sections facing west

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SEGMENT 3

(NW 45TH ST)

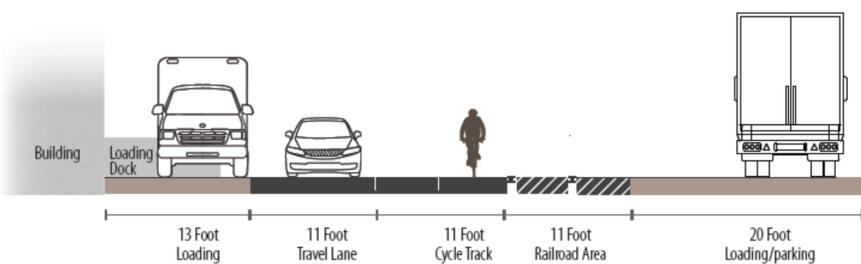
Burke-Gilman Trail Missing Link Project



Key design features for the overall segment

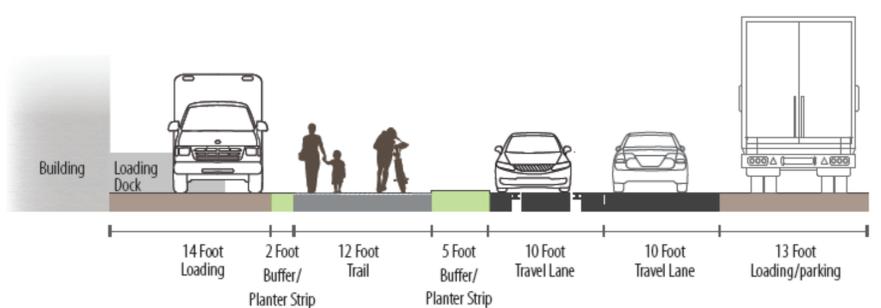
- Relocate and improve trail/railroad crossing to enhance safety for cyclists traveling along the trail
- Restore NW 45th St to two-way traffic
- Improve connectivity to the existing Burke-Gilman Trail at the Ballard Fred Meyer to enhance safety for cyclists, pedestrians, and vehicles
- Remove diagonal street/trail crossing at NW 45th St and 11th Ave NW to enhance safety for trail users
- Incorporate low-maintenance street trees that consider sightlines and improve corridor aesthetics
- Maintain 4-way stop at NW 45th St and 11th Ave NW

Existing conditions



Roadway cross sections facing west

Updated corridor design



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