

Seattle Department of Transportation

Burke-Gilman Trail

Missing Link

Design Phase Outreach Summary
May 2017 - October 2018

Last updated: October 29, 2018



PROJECT BACKGROUND AND DESIGN PHASE OVERVIEW

The Burke-Gilman Trail is one of the most heavily-used walking and bicycling facilities in Seattle. It is a vibrant, 20-mile multi-use trail that connects multiple many Seattle neighborhoods to nearby cities and other regional trails. The Burke-Gilman Trail 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 corridor project is to complete the unfinished portion of the Burke-Gilman Trail through Ballard's industrial and urban hub neighborhoods. Completing this 1.4-mile section of the trail will improve safety for all corridor users, as well as fulfill Seattle's long-term commitment to complete the trail. The Missing Link has been in development since 2001 following the Seattle City Council's direction to evaluate completing the Burke-Gilman Trail, and it was also identified as one of the City's top-rated trail priorities in the 2014 Bicycle Master Plan.

After many years of planning, stakeholder conversations, and environmental review, the Seattle Department of Transportation (SDOT) published a Final Environmental Impact Statement (FEIS) in May 2017 which identified a preferred route for the trail.

Between May 2017 and October 2018, the project team worked extensively with the key stakeholders, including an [11-member Design Advisory Committee \(DAC\)](#), and community members from the Ballard area to design and refine the Missing Link corridor. SDOT hosted a variety of workshops, in-person public events, online open houses, and a self-guided walking tour to share project updates and gather feedback on the design. SDOT also conducted many briefings with local stakeholders to ensure adjacent properties had the opportunity to communicate questions, concerns, and opportunities as the corridor design was developed.

The following pages summarize the design phase outreach efforts and the feedback gathered throughout the design phase for this project. Construction on the Missing Link corridor is expected to begin in early 2019.

PUBLIC INVOLVEMENT

Throughout the design phase, SDOT worked with a wide variety of stakeholders – including community members, local property and business owners, industrial and bicycle advocates, trail users, and more – to ensure that the final design of the Missing Link corridor accounts for the needs and safety of all users.

SDOT shared information and gathered feedback through design workshops, in-person public events, a self-guided walking tour, informational booths at community events, and online open houses. Extensive feedback from the community helped shape the design of the Missing Link.

Design Advisory Committee

In addition to comments received from the community and key stakeholders, SDOT also convened a 11-member Design Advisory Committee (DAC) to bring a diverse group of stakeholders together to provide feedback on the design of the Missing Link. The DAC was convened following the completion of the project's environmental review and the City's selection of a preferred route. DAC members met throughout the project's design phase to collaboratively review plans and provide feedback, with a focus on safety, freight mobility, trail user experience, parking, and access needs for adjacent commercial, marine, retail, and industrial properties.

The DAC held 10 meetings between May 2017 – September 2018. DAC members were expected to consult with their constituencies on a regular basis and share any opportunities or concerns with SDOT. All DAC meetings were open to the public and provided opportunity for comment.

Outreach by the numbers

Outreach efforts for design of the Burke-Gilman Trail Missing Link resulted in over 700 unique comments at public events, the online open houses, and the project inbox.

Events & Briefings	6 in-person public events with 530+ attendees <ul style="list-style-type: none"> • 3 segment design workshops • 2 public events • 1 public walking tour
	37 local briefings
	3 local fair and festival events, reaching 370+ attendees <ul style="list-style-type: none"> • Ballard Farmers Market • Ballard Seafood Fest
	300+ flyers distributed to adjacent stakeholders
	Two 24/7 online open houses with 800+ visitors
DAC	10 Design Advisory Committee meetings
	1 Driveway Field Test
Notifications	31,300+ mailers sent to Ballard residents, property and business owners regarding the public events
	7 email updates to property owners, business owners, and interested persons (240+ recipients) regarding public events
	12 SDOT social media posts to 260,000+ followers <ul style="list-style-type: none"> • Facebook (4,800+ followers) on October 5, 10, 11, 12, 17 • Twitter (262,000+ followers) on October 5, 10, 12, 17
	24 project notification signs placed along the Burke-Gilman Trail

SUMMARY OF MAJOR DESIGN CHANGES

Feedback from the DAC, key stakeholders, adjacent property owners, and the public helped influence the design of the Missing Link.

The following list includes major design changes between the Final Environmental Impact Statement and the final Missing Link design. Many of these changes were influenced by stakeholder and community input.

Note: this list is not meant to be inclusive or comprehensive of all design changes.

- Improved safety features (some of which were developed specifically for the Shilshole portion of the Missing Link corridor) at driveway crossings, including:
 - Truck-activated flashing LED signs at the highest-volume driveway crossings to alert trail users
 - Additional on-pavement markings for trail users (including a center line to slow trail users)
 - Green pavement markings where the trail crosses driveways
 - A narrowed trail at select driveways
 - The use of a widened buffer zone to offset the trail and improve visibility
- Improvements for trucks traveling on Shilshole Ave NW, including:
 - A new extension of NW 54th St to connect to Shilshole Ave NW and provide enhanced, safer access for trucks
 - Improved turning access for the largest trucks (WB-67s) at various driveways
 - Improved turning access for the largest trucks (WB-67s) at Shilshole/17th
 - Added left turn pocket at 17th/Shilshole
 - Minimum 11' drive lanes for freight vehicles
- Improved pedestrian and trail user connections on Shilshole Ave at:
 - NW 54th St (rapid flashing beacon)
 - NW Vernon Pl (new traffic signal), NW Dock Pl (new pedestrian signal)
 - 15th Ave NW (rapid flashing beacon)
- Relocated bus stop at 28th Ave NW and NW Market St

- Incorporated new trolley infrastructure for Metro buses on NW Market St
- Extended the center turn lane on Market St to 28th Ave NW and added a protected left-turn signal phase at the intersection
- Converted 26th Ave NW to one-way south of NW Market St
- Incorporated new roadway paving and signal operation improvements along NW 54th Ave and NW Market St
- Extended bicycle lanes on 24th Ave NW to NW Market St and added crossing treatments
- Added truck aprons to allow for WB-67 turning movements while providing safer conditions for pedestrians and drivers
- Extended left turn pocket on Shilshole near 24th Ave NW to NW Market St intersection
- Maintained load zones, layover zones, and loading dock access at various locations
- Retained a larger portion of the existing parking capacity (108 parking stalls, or 60% of existing parking spaces, were able to be retained through innovative design updates)
- Restriped parking at the Ballard Locks to facilitate better traffic flow
- Incorporated more intuitive mixing zone designs for areas where trail users and pedestrians mix
- Added pedestrian improvements at the shoreline street-end park at the intersection of 20th Ave NW and Shilshole Ave NW
- Specified stamped concrete at the Nordic Museum to complement their design
- Included landscape designs that are mindful of sight lines and local character
- Improved the rail/trail crossing by widening trail, improving signage, and adding lighting

NEXT STEPS

Construction of the Missing Link is anticipated to occur in two phases: (1) the portion on NW 54th St and NW Market St and (2) the portion on Shilshole Ave NW and NW 45th St. Construction on Phase 1 is expected to begin in Q1 2019. Construction for Phase 2 is expected to begin in Q3 2019. All construction on the Missing Link Corridor is anticipated to be completed by Q4 2020.

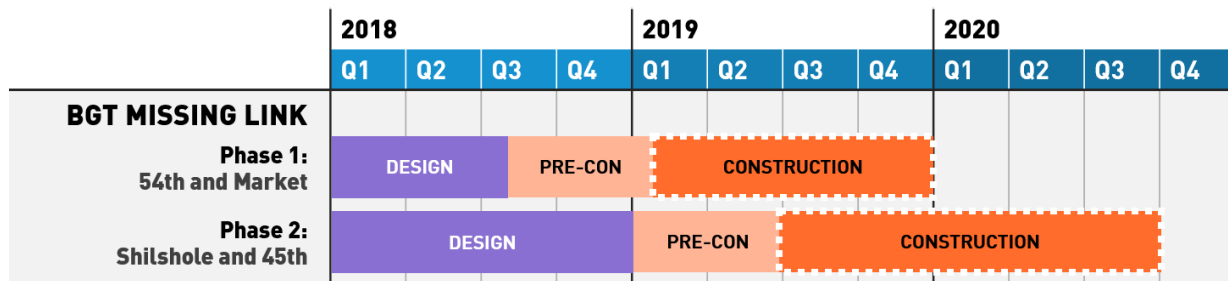


Figure 1: Anticipated construction phasing and timeline for the Burke-Gilman Trail Missing Link