

Burke-Gilman Trail Missing Link Project

Final Environmental Impact Statement



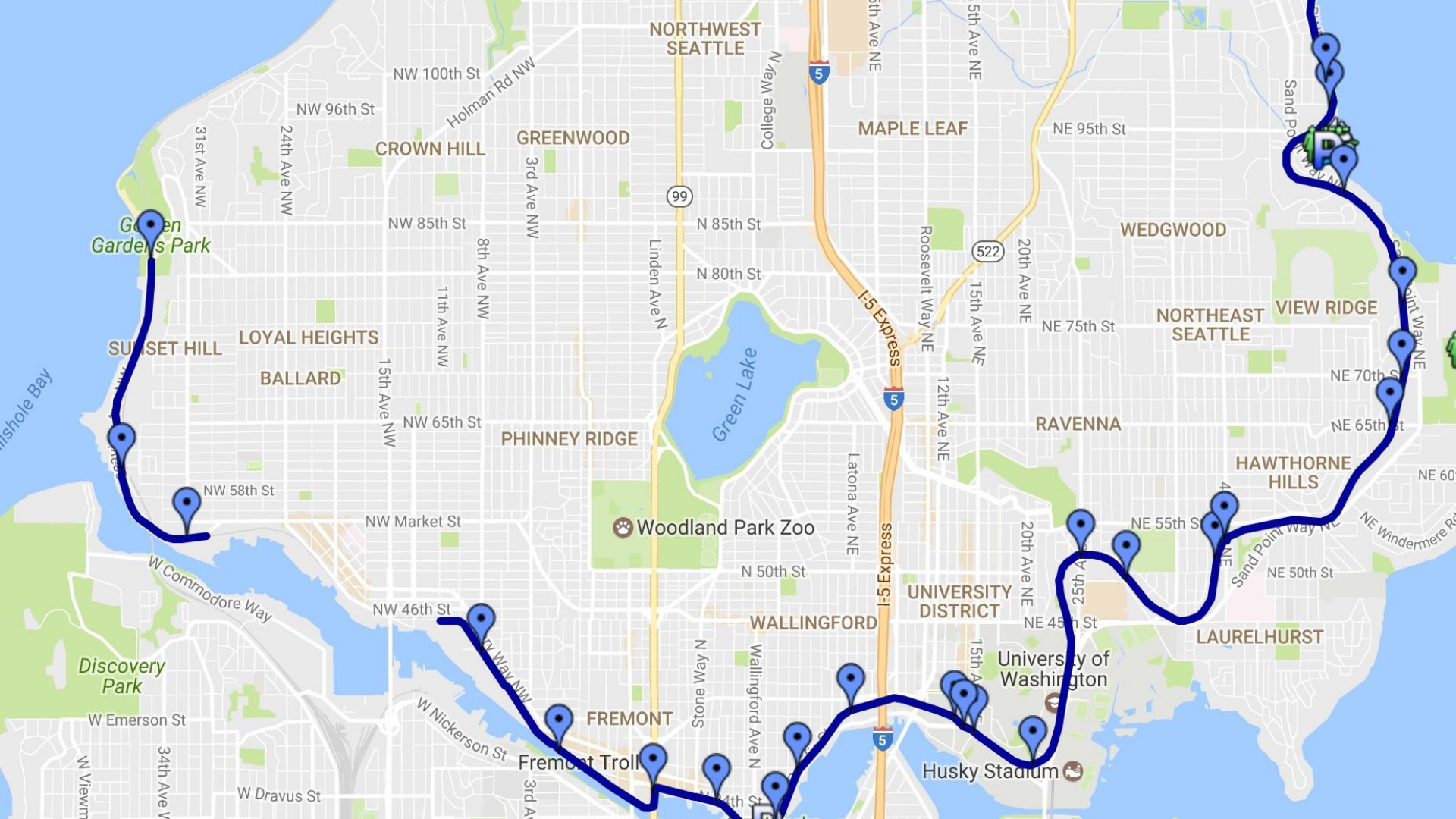
William Perry

LEGEND

- Existing Burke-Gilman Trail
- Missing Link



Seattle
Department of
Transportation



Golden Gardens Park

Woodland Park Zoo

University of Washington

Husky Stadium

NORTHWEST SEATTLE

MAPLE LEAF

CROWN HILL

GREENWOOD

WEDGWOOD

NORTHEAST SEATTLE

VIEW RIDGE

RAVENNA

HAWTHORNE HILLS

LAURELHURST

WALLINGFORD

FREMONT

UNIVERSITY DISTRICT

LOYAL HEIGHTS

BALLARD

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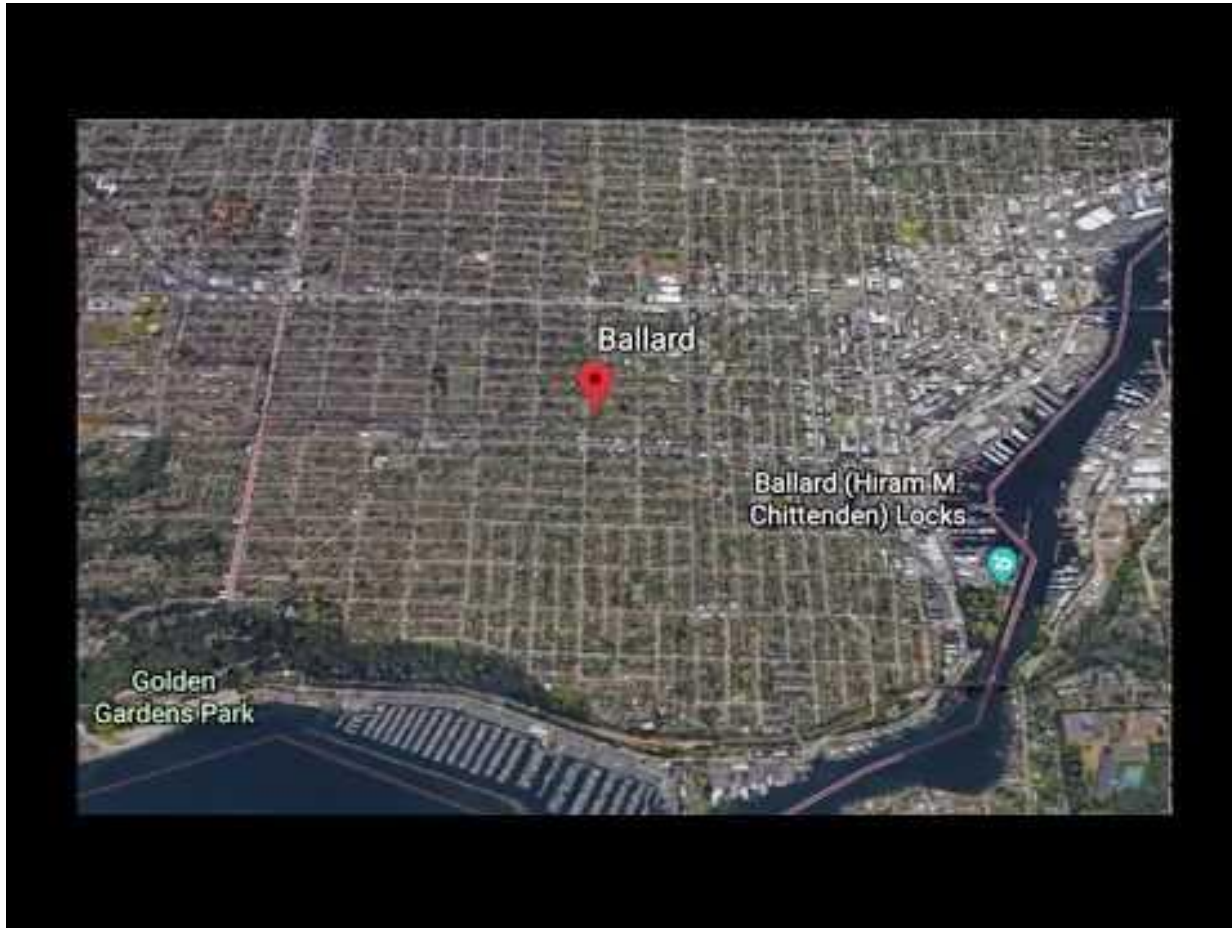
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Where is this taking place?



Project purpose and Need

The **BGT** currently serves a **large portion of Seattle** and the region as a highly used **nonmotorized transportation** and recreational facility. The City has identified a need for recreational and commuter users of the Burke-Gilman Trail to have a **safe, direct, and defined way** to traverse through the Ballard neighborhood from either end of the existing trail (SDOT, 2007, 2009, 2015).

There are a number of barriers between the existing trail ends for people walking and biking. Some streets **lack sidewalks** or other demarcated areas for pedestrians, and intersection and railroad crossings are substandard for bicycles. Many people have commented during **public meetings** and open houses that they do not feel comfortable riding bicycles or walking in the roadway, and some activities such as skateboarding are not allowed on city streets. Traffic surveys have shown that the **lack of a direct and defined route between trail ends** results in people dispersing along various streets through Ballard, which in turn increases the opportunity for **conflicts between vehicles** and nonmotorized activities (SDOT, 2014, 2015). Therefore, the primary objective of the proposed project is to connect the roughly **1.4-mile gap** between the existing segments of the BGT through the Ballard neighborhood.



Environmental Review

SDOT published the DEIS on June 16, 2016. A **45-day comments period** was open until August 1, 2016 and included public meetings on July 14, 2016 and July 16, 2016. Based on the analysis in the DEIS, with input from the public comments and meetings with area businesses and interest groups, **SDOT developed the Preferred Alternative**, which combines components previously analyzed in the Build Alternatives. Volume 2 of the FEIS contains the responses to the comments. Final design and permitting are expected to be completed by early 2018, with construction beginning shortly thereafter. **The project is anticipated to be complete by 2019.**

Project Alternatives

The FEIS analyzes five possible alternatives for completing the Missing Link

- The Preferred
- Shilshole South
- Shilshole North
- Ballard Avenue
- Leary Alternative.



The Preferred Alternative:

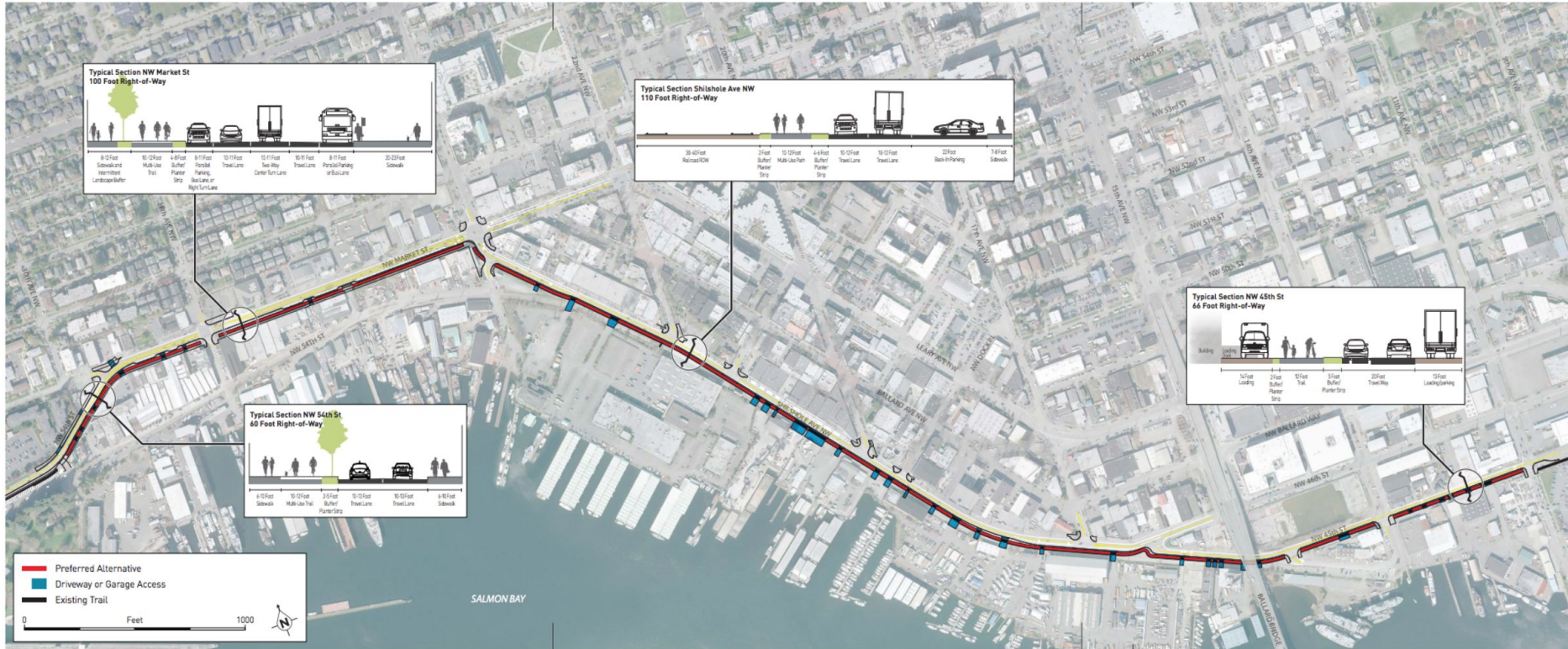


Figure 1-3. Preferred Alternative

Implementation of the Preferred Alternative

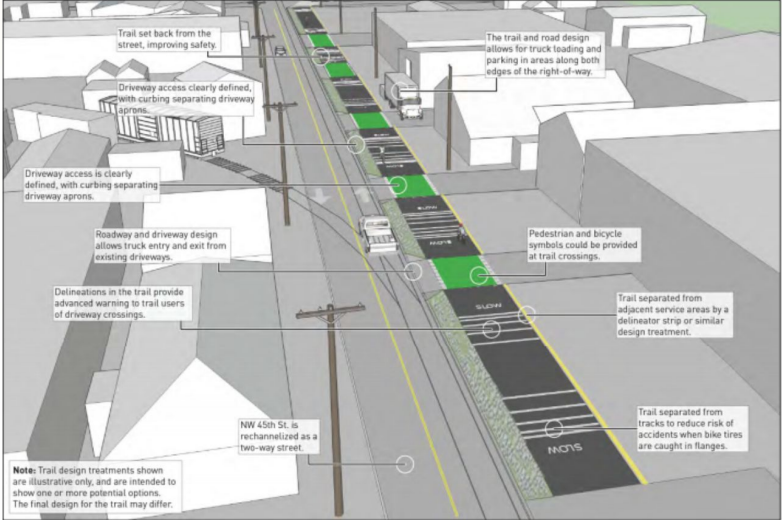
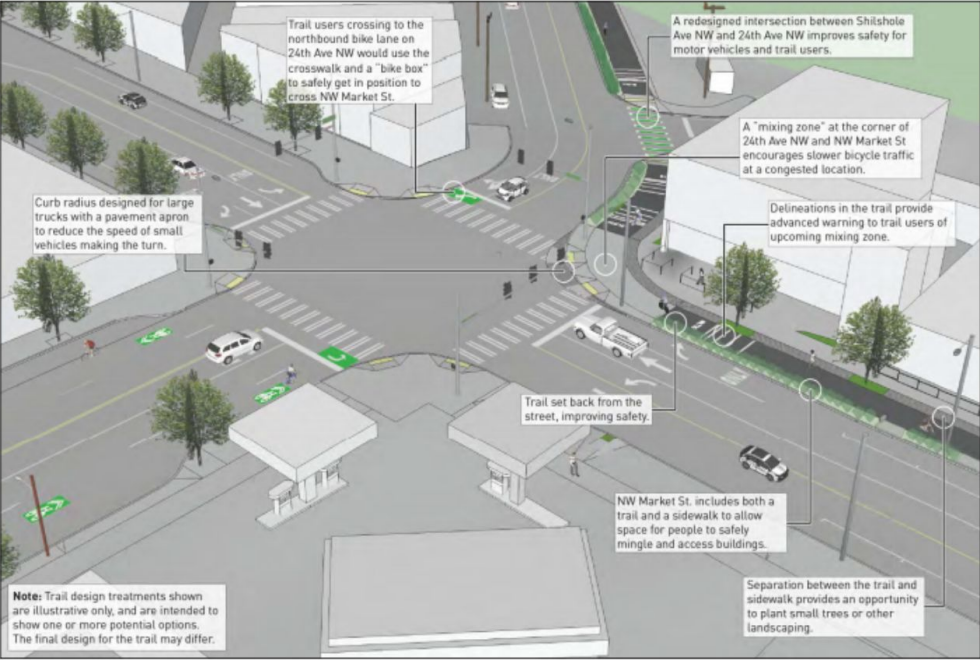


Figure 1-6. Potential Roadway Design and Safety Modifications (NW 45th Street)

Shilshole North and Shilshole South Alternatives

A public survey asking which route is the most favorable was released. The results from the survey clearly show Shilshole South as the preferred alternative for the missing link.

Using Shilshole South as the main location of the Missing Link, characteristics of other alternatives including Shilshole North will be the first section implemented as shown in the Preferred Alternative.

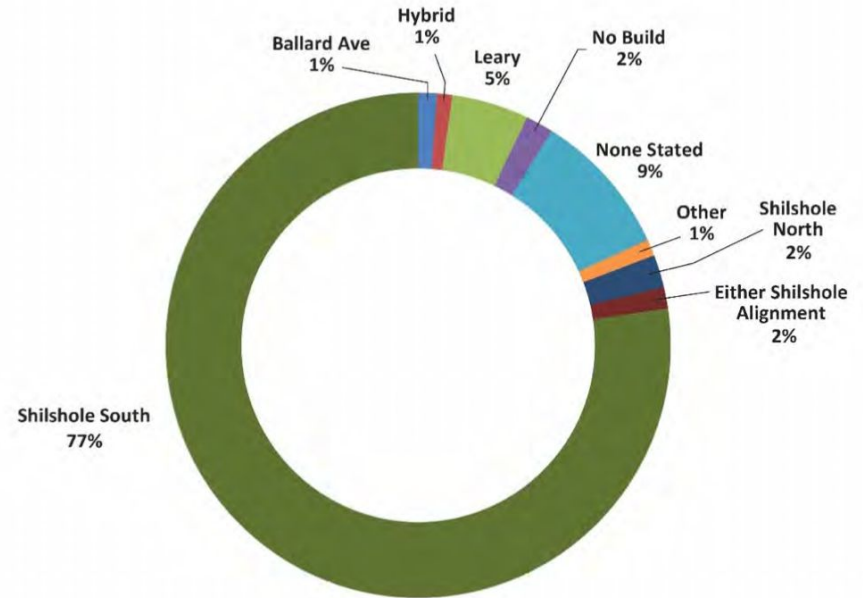


Figure ES-4. Route Preference

Ballard Avenue and Leary Way Alternative

Dropped February 15, 2017

Ballard Avenue and Leary Way Alternatives were both thought as valid options, however they were the two options that stray the Burke Gilman Trail away from its natural route.

Ballard Avenue Alternative threatened Ballard's Sunday Market, a sacrifice the community was not willing to make. This alternative route also impeded on the Historic Sites located on Ballard's main brick road. The brick pavers on streets in this alternative are noted in the Ballard Avenue Landmark District Guidelines (adopted June 4, 2015) (City of Seattle, 2016) as one of one of the "qualities" that contributes to the historic character of the district.

Leary Way Alternative was the furthest detour from the current Burke Gilman Trail. This option would require extensive work on retrofitting a new bike lane into the traffic as well as altering the natural flow of this multi-purpose trail



No Build Alternative

Under the No Build Alternative, no new multi-use trail would be constructed to connect the existing segments of the regional Burke-Gilman Trail. Trail users would continue to use the existing surface streets and sidewalks to travel between the existing trail segments, a distance of approximately 1.4 miles. Currently, trail users tend to use the most direct route, which is along Shilshole Ave NW. Pedestrians may opt for a street with sidewalks such as Ballard Ave NW or NW Leary Way. Shilshole Ave NW is used by passenger vehicles in addition to large commercial vehicles and trucks traveling to the adjacent industrial areas. There are no sidewalks on the south side of the street and sporadic sidewalks on the north side of



Jurisdictions Involved

The **lead Agency** on the project was **Seattle Department of Transportation**, while SDOT is the head agency, many other groups contribute key components when completing this on a project.

All stakeholders-including local workers, freight drivers, trail users, and members of the industrial and maritime communities-are important members of the Ballard community. To assure the Missing Link is designed safely and in a way that works for everyone, the project team is considering all voices and perspectives. (SDOT)

Other Concerning groups:

- U.S. Fish and Wildlife Service (USFWS)
- Seattle Department of Construction and Inspections
- PSCAA: Puget Sound Clean Air Agency
- U.S. Army Corps of Engineers

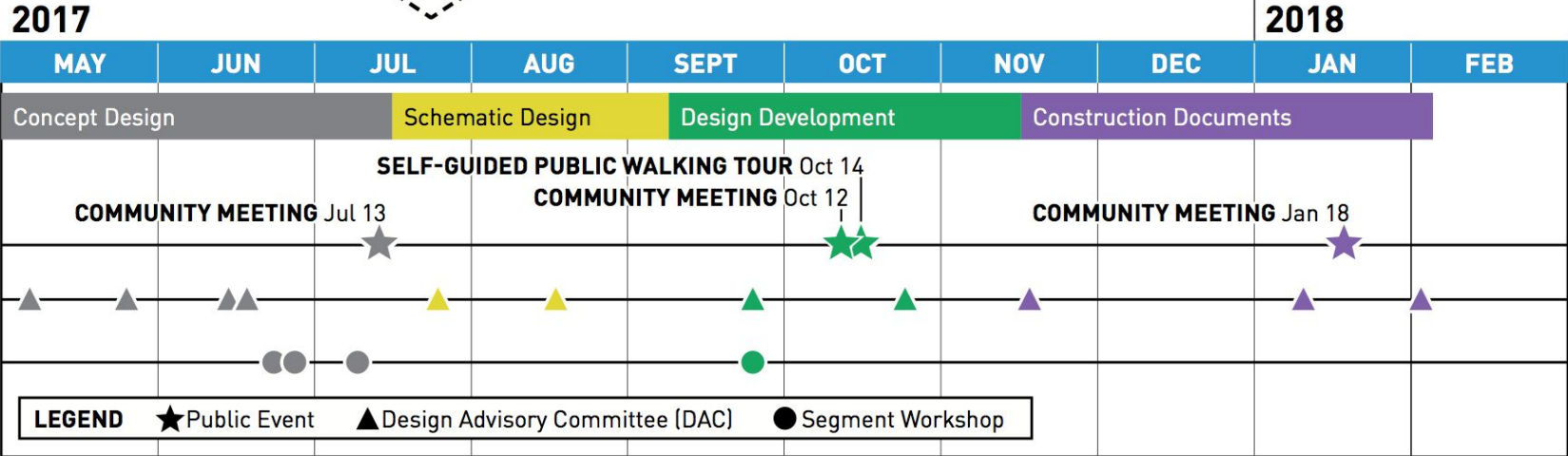
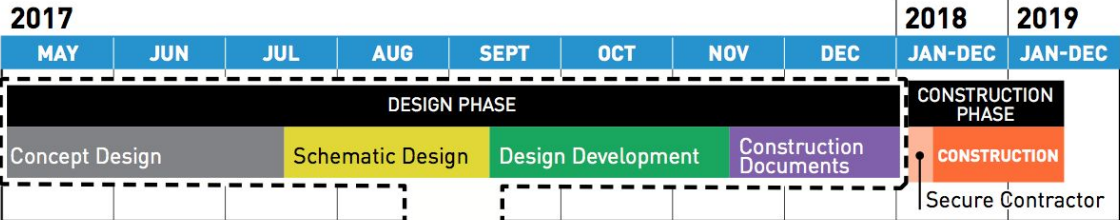


Seattle
Department of
Transportation

Permits, Licenses, and Approvals Likely Required for Proposal

- State Environmental Policy Act (SEPA)
- Seattle Shoreline Master Program Review
- National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit

Community Involvement



Missing Link outreach to date



36 briefings and meetings



3 local fairs and festivals with **370+** attendees



31,300+ mailers sent



300+ flyers distributed to local properties



6 in-person public events and workshops, and **1** self-guided walking tour with **530+** attendees



7 meetings, **1** walking tour, and **1** field test with the 11-member Design Advisory Committee

7 notification emails to **240+** recipients



2 14-day, **24/7** online open houses with **800+** visitors

12 social media posts to **260,000+** followers

Design materials provided at **8** local gathering places



Ballard isn't the only neighborhood that benefits from this project, as completion of the Missing Link makes Seattle more accessible to more people.

Unique project aspects

- Regardless of support or opposition to the project, the most common concerns expressed were related to maintaining the Farmers Market, followed by safety.
- Its taking place in our neighborhood
- This project has been a topic of discussion for decades in the Seattle community.

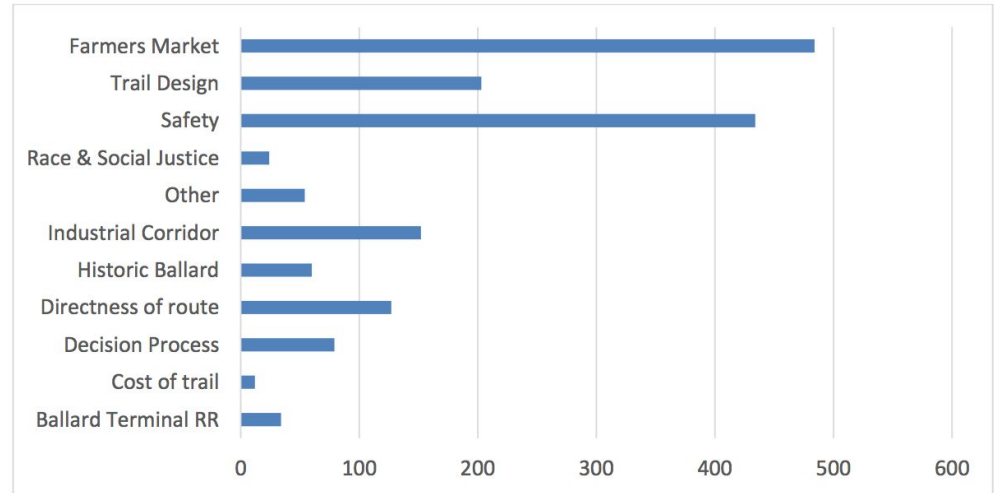


Figure ES-5. Counts of Leading Concerns Raised in the Comment Letters

Traveling on the Missing Link

