

# Burke-Gilman Trail Missing Link

**Edward B. Murray**  
Mayor

**Samuel Assefa**  
Director, OPCD

**Ross Tilghman**, Chair

**John Savo**, Vice Chair

**Lee Copeland**

**Ben de Rubertis**

**Thaddeus Egging**

**Rachel Gleeson**

**Laura Haddad**

**Brianna Holan**

**Rick Krochalis**

**Jescelle Major**

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## Commissioners Present

Ross Tilghman, Chair  
John Savo, Vice Chair  
Lee Copeland  
Ben de Rubertis  
Rachel Gleeson  
Laura Haddad  
Brianna Holan  
Rick Krochalis  
Jescelle Major

## Commissioners Excused

Thaddeus Egging

## Project Description

The Burke-Gilman Trail is a 20-mile long regional trail connecting Bothell to Golden Gardens. The trail serves as a major transportation corridor, connecting many neighborhoods throughout the region. The trail currently consists of two segments, which are separated by a 1.4-mile gap. The Missing Link project will provide a 1.4-mile trail through the Ballard neighborhood, connecting the two existing trail segments to provide a complete trail corridor. The project will reallocate space within the right-of-way along NW 45th St, Shilshole Ave NW, NW Market St, and NW 54th St and will also include safety improvements for pedestrians, bicyclists, vehicles, and trucks.

## Meeting Summary

This was the Seattle Design Commission's (SDC) first review of the Burke-Gilman Trail Missing Link project since 2014. The purpose of this meeting was to review the concept design phase of the project. After the presentation, questions, and deliberation, the SDC voted, 9-0, to approve the concept design phase of the Burke-Gilman Trail Missing Link project with several recommendations.

## Recusals and Disclosures

**Jescelle Major** disclosed that her employer, Mithun, is coordinating with the Seattle Department of Transportation (SDOT) on the redesign for the portion of the trail passing in front of the Nordic Heritage Museum. She is not working with the project team.

**August 3, 2017****2:30 – 4:00 pm****Type**

CIP

**Phase**

Briefing

**Previous Reviews**

None

**Presenters**Louisa Galassini  
SDOT**Attendees**Dustin Dekoekkoek  
Perteeet

Marcus Elliott

Perteeet

Jill Macik

SDOT

Kristen Ramirez

SDOT

Craig Schoenberg

Toole Design Group

Peter Trinh

SDOT

**Summary of Presentation**

Louisa Galassini, of SDOT, presented the concept design for the Burke-Gilman Trail Missing Link project. Ms. Galassini provided a brief overview of the history of the Burke-Gilman Trail as well as community outreach, site context and goals related to the project. The project will complete the regional multi-use trail through the creation of a 1.4-mile multi-use path segment through Ballard (see figure 1.) SDOT elected to conduct a full environmental impact statement (EIS) on the corridor surrounding the project.

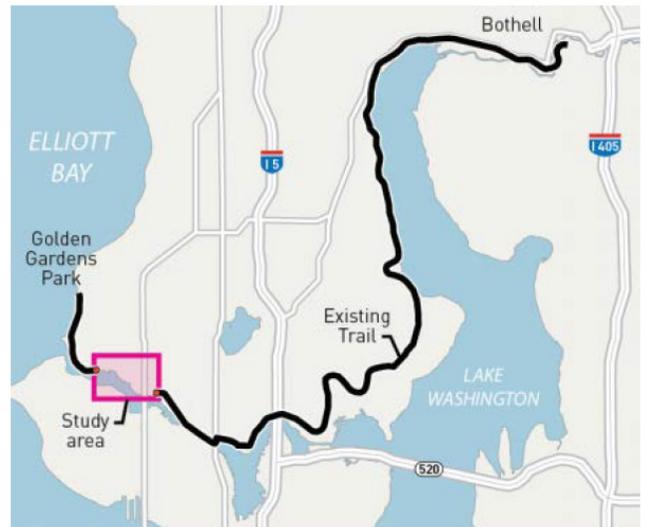


Figure 1: Burke-Gilman Trail. Missing link highlighted in pink

The EIS evaluated 5 alternative routes for the proposed path segment. SDOT selected a preferred route along NW 54th St, Shilshole Ave NW, NW Market St, and NW 54th St (see figure 2.) The proposed path segment will reallocate space within the rights-of-way (ROW) along the preferred route. The remaining portion of the presentation focused on the trail design at the following locations:

- NW 54th St
- NW Market St
- Shilshole Ave NW
- NW 45th St



Figure 2: Preferred route proposal

**NW 54th St**

The ROW along NW 54th St. is 60 feet wide. The existing conditions along NW 54th St include two wide vehicular lanes with sidewalks and landscape buffer along the north side of the street. The proposed design includes reducing the width of the vehicular travel lanes as well as the inclusion of a sidewalk, 12-foot wide multi-use path, and landscape buffer along the south side of NW 54th St and a 10-foot wide

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

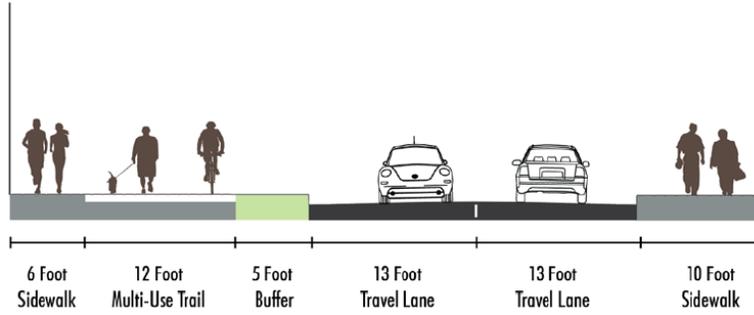


Figure 3: Proposed ROW reallocation along NW 54th St.

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

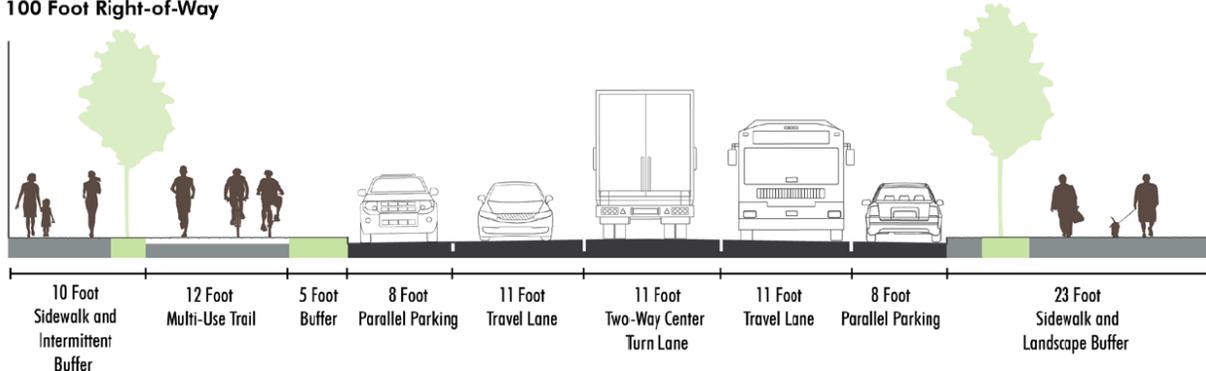


Figure 4: Proposed ROW reallocation along NW Market St.

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

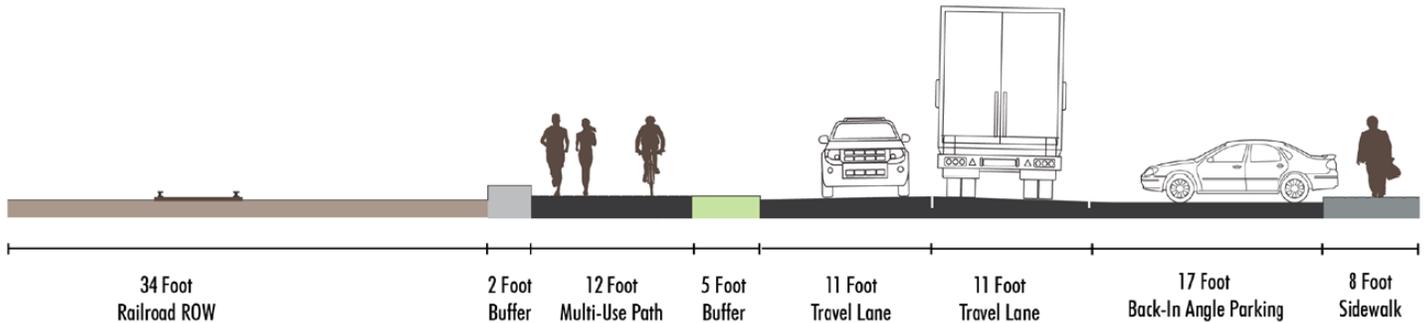


Figure 5: Proposed ROW reallocation along Shilshole Ave. NW

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

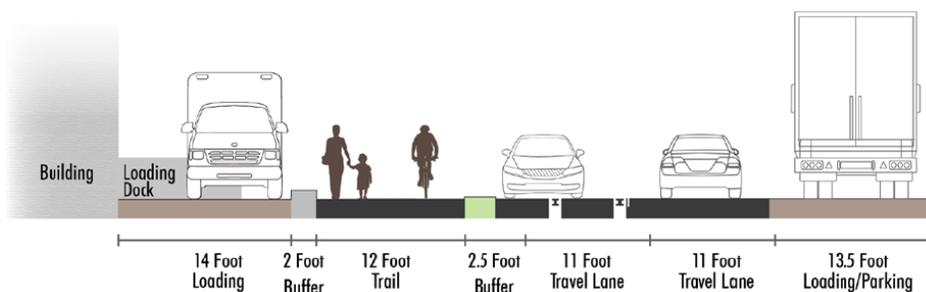


Figure 6: Proposed ROW reallocation along NW 45th St.

sidewalk along the north side of NW 54th St. Driveways crossing the trail along NW 54th St. will be painted green to alert pedestrians, cyclists, and vehicles. See *figure 3 for more detail*.

#### *NW Market St*

The ROW along NW Market St. is 100-foot wide. The existing conditions along NW Market St. include 4 vehicular travel lanes, with parallel parking and sidewalk and intermittent landscape buffer areas on each side. The design proposal reduces the number of vehicular travel lanes from 4 to 3, including a center turn lane. The lane reduction should reduce speed and collisions along NW Market St. The design proposal also maintains the sidewalk and landscape buffer along the north side of NW Market St. The 12-foot wide multi-use path, landscape buffer, and additional sidewalk are located along the south side of NW Market St. A mountable curb will be located at the southwest corner of the NW Market St. and 24th Ave NW intersection. The trail design will integrate with the proposed design of the Nordic Heritage Museum along a portion of NW Market St. See *figure 4 for more detail*.

#### *Shilshole Ave NW*

The ROW along Shilshole Ave NW is 110-foot wide. The existing conditions along Shilshole Ave NW include dedicated railroad ROW, informal parking areas, two vehicular travel lanes, back in parking, and a sidewalk located on the northeast side of the street. The design proposal will remove a portion of the informal parking area in order to include the 12-foot wide multi use path and surrounding buffer area, both of which will be raised to increase separation from the surrounding road and remaining parking. The proposal will also reduce the width of the travel lanes from 12' to 11' wide and will stripe back in parking along the eastern edge in some locations.

The proposed design will close the intersection of 24th Ave NW at Shilshole Ave NW. NW 54th St., which currently terminates at 24th Ave NW, will extend southeast from 24th Ave NW to Shilshole Ave NW to provide safer and more accessible access. See *figure 5 for more detail*.

#### *NW 45th St*

The ROW along NW 45th St. is 66-foot wide. The existing conditions along NW 45th St. include one vehicular travel lane, a two-way cycle track, dedicated railroad area, and wide loading/parking zones on both sides of the street. The design proposal will restore 2-way vehicular travel by reducing the loading/parking area on the north side of NW 45th St, removing the 2-way cycle track, and allowing east bound travel over the railroad area. This allows for an additional vehicular travel lane, as well as a 12-foot wide multi-use path, and buffer area. See *figure 6 for more detail*.

The project team is continuing to address problems throughout the project corridor including safety concerns, parking loss, signal changes, and sustainability. The project team continues to coordinate with adjacent city projects such as the RapidRide program, Neighborhood Greenway program, and the Ship Canal Water Quality Project. The project team is also coordinating with the Office of Arts and Culture (OAC) to fund, plan, and design art throughout the project corridor.

### **Agency Comments**

**None**

### **Public Comments**

**None**

### **Summary of Discussion**

Prior to the discussion of specific issues, commissioners provided general comments about the design proposal and presentation. The SDC appreciated the amount of community outreach that has been done throughout the planning and design process. Commissioners also commended the project team for showing how they have adjusted the design proposal based on community input. Several commissioners appreciated the project team's attempt to solve several issues that address different users. Commissioners also appreciated the thoroughness of the presentation.

The SDC organized the remaining discussion around the following issues:

- Street section design
- Placemaking
- Vehicular circulation and safety

- Wayfinding
- Project integration

### *Street section design*

The SDC acknowledged the opportunity for the addition of landscape elements, such as street trees, low lying vegetation, and rain gardens, throughout the trail design. Commissioners agreed additional landscape improvement will provide shade throughout the trail while increasing the perceived separation between the trail and vehicular traffic lanes. Commissioners appreciated the level of detail and organization provided in the cross sections. Although the commission commended the project team for providing a grade separation between the proposed trail and adjacent street, several commissioners cautioned the design team from providing a grade separation between the pedestrian and cyclist sections of the trail. The commission commented that adequate separation between pedestrian and bicyclist could be achieved through proper wayfinding measures.

### *Placemaking*

The SDC commented that the project is solely focused on circulation and recommended the project team provide elements addressing placemaking, such as providing street furniture, open space, and other elements that will allow users to gather. The Commission encouraged the project team to design elements that are site specific and to integrate the trail design within the surrounding urban context of the Ballard Neighborhood, rather than creating a new identity around the trail project. Commissioners also recommended the use of art as a way of placemaking throughout the project.

### *Vehicular circulation and safety*

The SDC provided several comments concerning pedestrian and bicyclist safety along the proposed trail. Commissioners are concerned with the design proposal near the intersection of 24th Ave NW and Market St. The SDC recommended the team provide a design solution that will make cyclists slow or dismount prior to passing by the intersection. Commissioners are also concerned with bicyclist safety while crossing loading areas along NW 45th St. as well as the railroad track crossing. The SDC commended the design team for terminating 24th Ave NW prior to intersecting with Shilshole Ave NW.

### *Wayfinding*

The SDC agreed it was too early to comment on wayfinding issues.

### *Project integration*

The SDC commended the project team for coordinating with adjacent projects. The Commission commended the project team for their attempt to integrate the trail design with the adjacent Nordic History Museum. The commission encouraged the project team to continue developing a design that will blur the edge between the trail and museum.

The SDC did not provide comment on the project's integration with the Ballard Pump Station project, since the project has been placed on hold.

## **Action**

The SDC thanked the project team for the concept design presentation of the Burke-Gilman Trail Missing Link project. The Commission appreciated the thoroughness of the presentation. The SDC voted, 9-0, to approve the concept design phase for the Burke-Gilman Trail Missing Link project with the following recommendations:

- Continue to study circulation issues near the NW Market St and 24th Ave NW intersection. Study how bicyclists will interact with pedestrians near the southwest corner of the intersection.
- Consider providing additional planting and shade along the trail, specifically along Shilshole Ave NW.
- Continue to integrate the design with Nordic Heritage Museum and proposed Ballard Pump Station
- Consider providing more pedestrian amenities along the trail
- Further examine the angle at which the trail will intersect with the railroad tracks