

BURKE-GILMAN TRAIL

Improvement Project

UNIVERSITY of WASHINGTON

TODAY

The Burke-Gilman Trail is a regional treasure. It is a major recreational, transportation, and nature corridor and the most heavily-used trail in Washington. However, in recent years, the trail's growing popularity has led to overcrowding and conflicts between pedestrians, bicyclists and drivers.

As a physician, public health professional, bicycle commuter, and dedicated member of the UW and Wallingford communities, I strongly support plans to improve the Burke-Gilman Trail. The trail is one of Seattle's great public health assets. Walking and biking are healthy forms of physical activity; they help to combat the obesity epidemic, reduce air pollution, and they build community.

*Howard Frumkin, M.D., Dr.P.H.
Dean, School of Public Health,
University of Washington*

One of the most powerful things about active transportation is it connects people with their surroundings and other people, which is the foundation to building community.

*Lisa Quinn,
Executive Director,
Seattle Feet First*

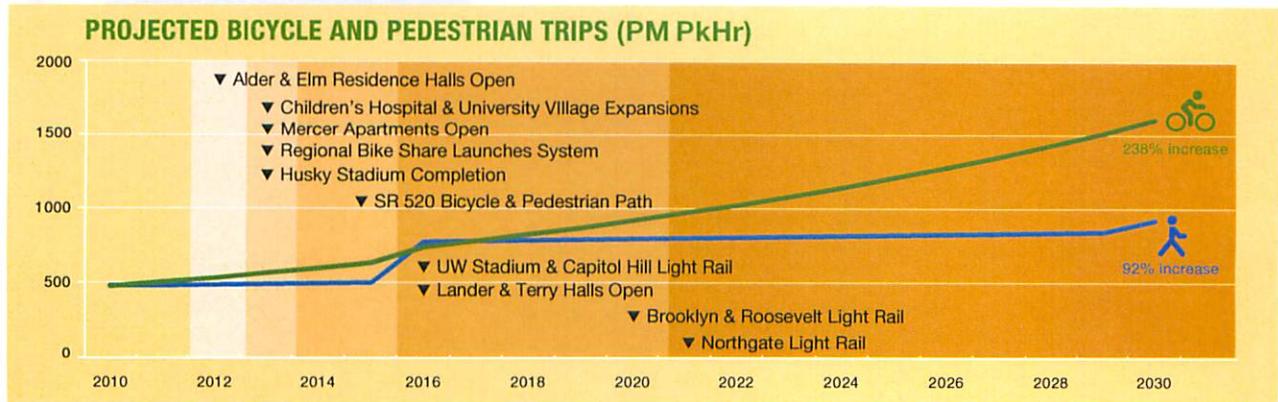
VISION

- Better access to the UW campus and resources
- Improved pedestrian and bicyclist safety
- Enhanced connections to the regional trails network
- Increased capacity for growing trail demand
- A world-class active transportation trail system

Level of Service (LOS) grades were assigned using the Federal Highway Administration's Shared-Use Path Level of Service Calculator (SUPLOS) based on counts taken in October 2010. The grades shown represent analysis of the segments as shared trails.
E = Very Poor, **F** = Failing

FUTURE

The Burke-Gilman Trail Improvement Project will replace the critical yet aging cornerstone of the regional trails network with a modern, world-class trail facility. The new section will meet the needs of existing trail users and provide capacity for future generations of bicyclists and pedestrians to enjoy safely and comfortably.



Project Summary

With the Burke-Gilman Trail Improvement Project, the University of Washington is planning for the region's active transportation future. New light rail stations, high-density residential living, and expansions of the bicycle and pedestrian networks continue to transform the region and encourage walking and bicycling; the Trail Improvement Project complements these efforts by creating a world-class transportation, recreation, and nature corridor in the heart of the region.

	LEVEL OF SERVICE				IMPROVEMENTS							
	Current Bicycle	Bicycle w/o build	Pedestrian w/build*	Bicycle w/build**	Mode Separation	Roadway Intersection	Trail Intersection	ADA Access	Capacity Expansion	Lighting	Safety	Trail Resurface
1	E	F	A	C	✓	✓	✓	✓	✓	✓	✓	✓
2	F	F	A	C	✓		✓	✓	✓	✓	✓	✓
3	F	F	A	C	✓		✓	✓	✓	✓	✓	✓
4	F	F	A	C			✓	✓	✓	✓	✓	✓
5	E	F	A	C	✓		✓	✓	✓	✓	✓	✓
6	E	F	A	C		✓	✓	✓	✓	✓	✓	✓
7	E	F	A	C	✓		✓	✓	✓	✓	✓	✓

* Level of Service (LOS) grades are based on the Federal Highway Administration's Shared Use Path Level of Service and the Highway Capacity Manual's Pedestrian Level of Service using counts taken in October 2010.

** Assumes a separated 6-10' pedestrian path and 10-11' bicycle path. During major events such as football games, pedestrian LOS could be reduced to LOS C. A 12' bicycle path would operate at a mixture of LOS B and C.

Pend Oreille Rd to NE 47th St

A widened trail will increase capacity in this area. Landscaping and pedestrian scale lighting improvements will create better sightlines and increase safety in the early morning and evening hours.

Pend Oreille Rd Overpass

A new grade-separated crossing at Pend Oreille Rd will improve safety and comfort for all trail users by eliminating a major conflict point. Grade-separation will reduce transit and automobile delays on Pend Oreille Rd and increase bicycle and pedestrian flow along the trail.

Hec Ed Bridge to Pend Oreille Rd West

Separating bicyclists and pedestrians will improve safety and increase trail capacity. Non-motorized intersections at Wahkiakum, Whatcom, and the Padelford Path will be reconstructed and enhanced. Upgrading existing pathways and constructing new ones will improve accessibility to upper campus.

Hec Ed Bridge Replacement

Over 6,300 people cross the Hec Ed bridge on foot and bicycle each day, yet it has poor accessibility and its substandard height over Montlake/SR 513 is a hazard to road users. A new bridge will address accessibility on both sides of Montlake and accommodate freight vehicles on Montlake/SR 513. Staircase and landing setbacks on the west side of the trail will improve sightlines and safety.

West of Hitchcock Bridge

Improvements will increase trail capacity and safety by separating pedestrians and bicyclists. Realignment and re-grading will improve sightlines and visibility. Raised crosswalks, signal adjustments, enhanced pavement markings, expanded staging areas, and right-of-way reevaluation will create safer conditions at 15th Ave NE, University Way, and Brooklyn Ave NE. A widened and realigned Hitchcock Trestle will improve safety at the Hitchcock Overpass intersection. The new trestle will also include better access to frequent bus service on NE Pacific St.

T-Wing Overpass Area

Between Hitchcock Overpass and Rainier Vista West, separated bicycle and pedestrian trails will provide safe travel to and from the new U-Link Light Rail Station. Separation will increase safety and comfort for pedestrians and allow bicyclists to avoid mixing with slower pedestrian traffic. This section will also receive upgrades to major bike parking facilities serving the 7,000-person Health Sciences Building, and improve accessibility between transit facilities on NE Pacific St, the trail, and upper campus.

Rainier Vista West to Hec Ed Bridge

Improvements in this section includes separating bicyclists and pedestrians and reconstructing intersections on the west and east sides of the future Rainier Vista land bridge over Pacific Place. Enhancements will reduce potential for conflict between bicyclists, pedestrians and drivers by redesigning and consolidating intersections with the trail.

