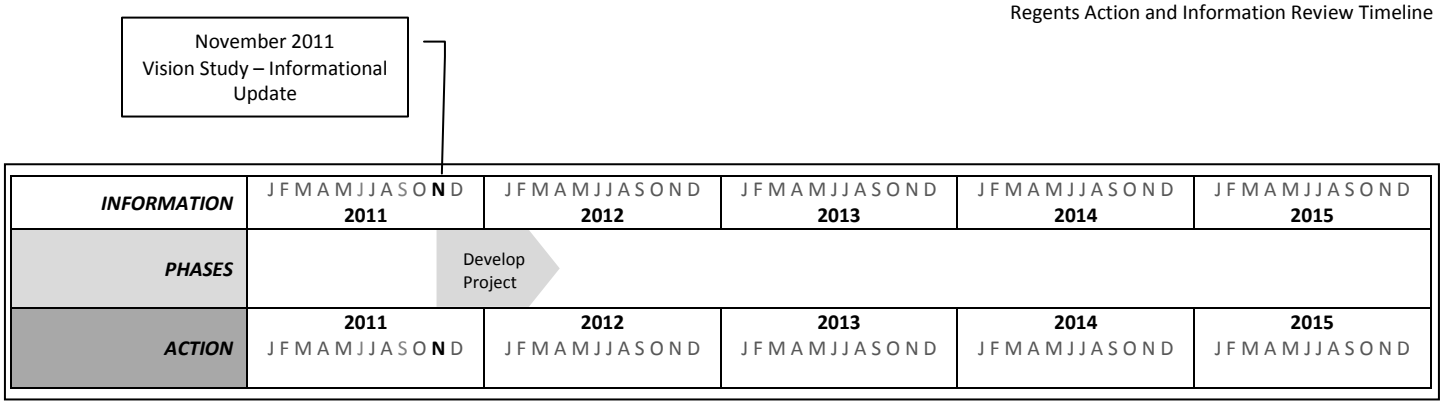
VII. STANDING COMMITTEES

B. Finance, Audit and Facilities Committee

Burke-Gilman Trail Corridor Vision Study and Grant Application – Informational Update

Regents Action and Information Review Timeline



Note for duration of project:
Written semi-annual reports in December & May
Oral semi-annual updates in March & September

INFORMATION

This presentation is to share a plan to create a study for development of the Burke-Gilman Trail. The vision study will position the University to incrementally make improvements to the Burke-Gilman Trail as funding opportunities arise. No action is required – this update is for comment and general information.

BACKGROUND

The Burke-Gilman Trail Corridor is a Rails-to-Trails bicycle and pedestrian thoroughfare that defines the eastern and southern borders of the Seattle upper campus. It enters northeast campus west of Montlake Boulevard and runs north of NE Pacific Street to the west where it exits campus near the Benjamin Hall building. It is both a significant regional transportation conduit and a defining landscape feature of the campus.

The Burke-Gilman Trail Corridor is widely used by bicycle commuters coming to the University as well as those passing through the campus. At the Montlake Triangle, the Burke-Gilman Trail meets the Lake Washington Loop which is another major regional bicycle thoroughfare. It is also widely used by pedestrians

B. Finance, Audit and Facilities Committee

Burke-Gilman Trail Corridor Vision Study and Grant Application – Informational Update (continued, p. 2)

moving across campus. The Burke-Gilman Trail Corridor separates the University upper campus from the south campus and east campus features. As such, people moving from place to place on campus frequently cross the trail at key locations. These multiple uses and interfaces between the campus and the Burke-Gilman Trail invite a comprehensive study to inform better management of pedestrian and bicycle traffic in and around the trail.

Similar to Rainer Vista, the Burke-Gilman Trail Corridor is a significant feature that defines much of our campus edge. Few places in the country provide such a wonderful series of urban, natural and campus experiences as part of a regionally significant and well used multi-modal trail. This study will help identify opportunities and provide the vision to leverage important infrastructural upgrades to maximize the benefit to the University.

This effort will be informed by and in context with the other developments in the Montlake vicinity, including the Sound Transit station, the renovation of Husky Stadium, the SR 520 project and plans for the Montlake Triangle, the Pend Oreille Entrance, the Hec Edmundson Pavilion Pedestrian Bridge and Rainier Vista.

PROJECT DESCRIPTION

UW Transportation has initiated preparation of this study. This includes preparation of a grant application to the Puget Sound Regional Council which administers Federal Transit Administration funding for multi-modal projects. The University Architect and Capital Projects Office are working with the Architectural Commission to select a landscape architect who will conduct the design development for trail expansion and help prepare the grant application.

Upon selection, a landscape architect will work with Transportation Services and campus stakeholders to develop the Burke-Gilman Trail Corridor vision for improvements to the entire length of the trail on the UW Campus. The initial grant application will focus on improvements to a specific section of the trail.

SCHEDULE, BUDGET AND FUNDING

It is anticipated that actual projects to improve the Burke-Gilman Trail Corridor Reconstruction will be accomplished in phases, as funding allows. The landscape architect will develop a potential phasing plan, including cost estimates for each phase.

B. Finance, Audit and Facilities Committee

Burke-Gilman Trail Corridor Vision Study and Grant Application – Informational Update (continued, p. 3)

The landscape architect will begin initial project development activities in late November 2011. The study is planned to be complete by the end of March 2012.

Grant application materials will be prepared for submission on or before April 1, 2012. The University should be notified if the grant application is successful in fall 2012. Project phases, budgets and schedules will be determined as part of the project development.

The budget for the visioning study and preparation of grant application materials is $300,000; funded is provided by UW Transportation Services. The total cost of the fully developed Burke-Gilman Trail Corridor Reconstruction could exceed $5 million, although the initial phase will be less than $5 million. No other funding sources have been identified at this time.

FUTURE REGENT ITEMS

Late Spring 2012 Present completed vision study

Attachment
Campus map

Burke Gilman Trail Corridor

KEY TO MAP SYMBOLS

- Building
- Building (underground)
- Path/Sidewalk/Walkway
- Bridge/Overpass
- E5 Campus Parking Area
- P Public Parking Area
- Parking (underground)
- Gatehouse (with emergency phone)
- Automatic Parking Gate
- One Way Road (arrow indicates flow)
- Campus Entrances
- Bus Stop / Bus Route
- Emergency Phone
- Pay Phone
- Branch Library
- $ Bank Machine
- Road Gate
- Fence
- Construction Area
- Removable Bollards

University of Washington
Campus & Vicinity
August 2010

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UNIVERSITY of WASHINGTON

Burke-Gilman Trail Corridor Vision Study

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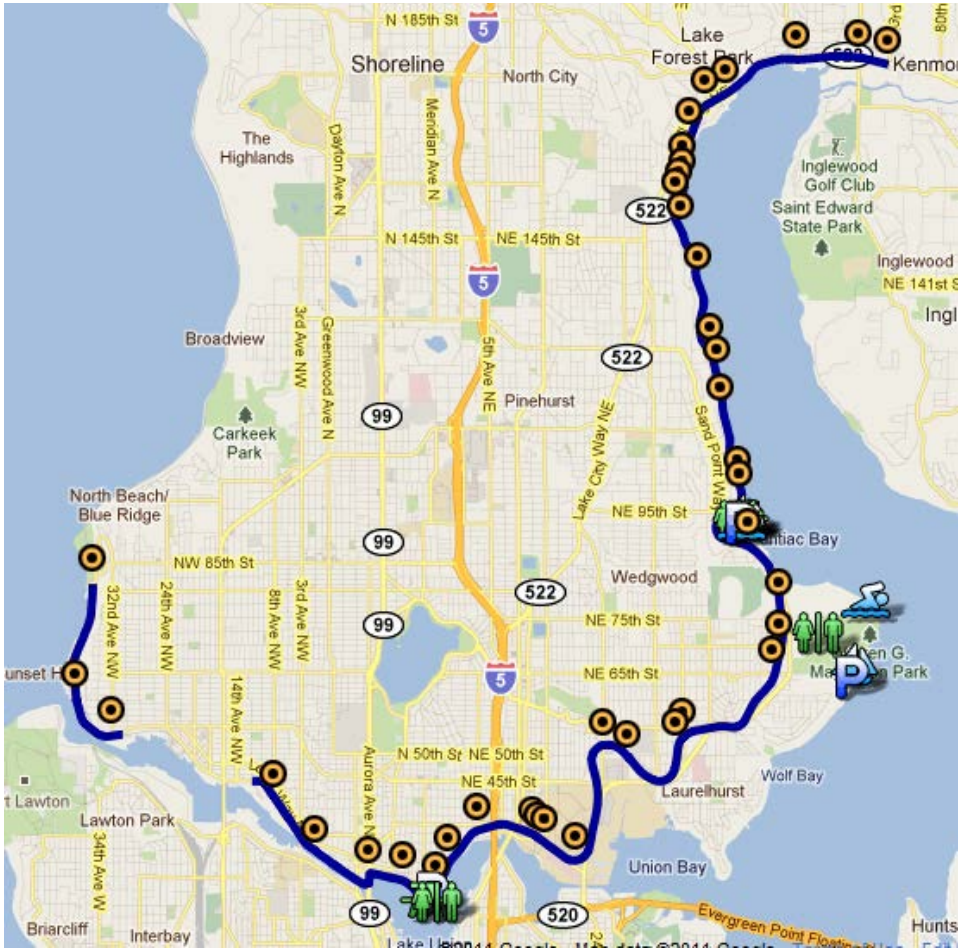
N 185th St
Shoreline
North City
Lake Forest Park
The Highlands
Dayton Ave N
Meridian Ave N
Inglewood Golf Club
Saint Edward State Park
522
N 145th St
NE 145th St
Inglewood
Broadview
3rd Ave NW
Greenwood Ave N
5th Ave NE
Pinehurst
Carkeek Park
99
Lake City Way NE
Sand Point Way
North Beach/ Blue Ridge
NE 95th St
NW 85th St
Wedgwood
32nd Ave NW
24th Ave NW
8th Ave NW
NE 75th St
NE 65th St
14th Ave NW
N 50th St
NE 50th St
NE 45th St
Laurelhurst
Wolf Bay
Lawton Park
Union Bay
34th Ave W
Briarcliff
Interbay
520
Evergreen Point Floating


Burke Gilman Trail Corridor
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UW Commute - Mode Split Over Time

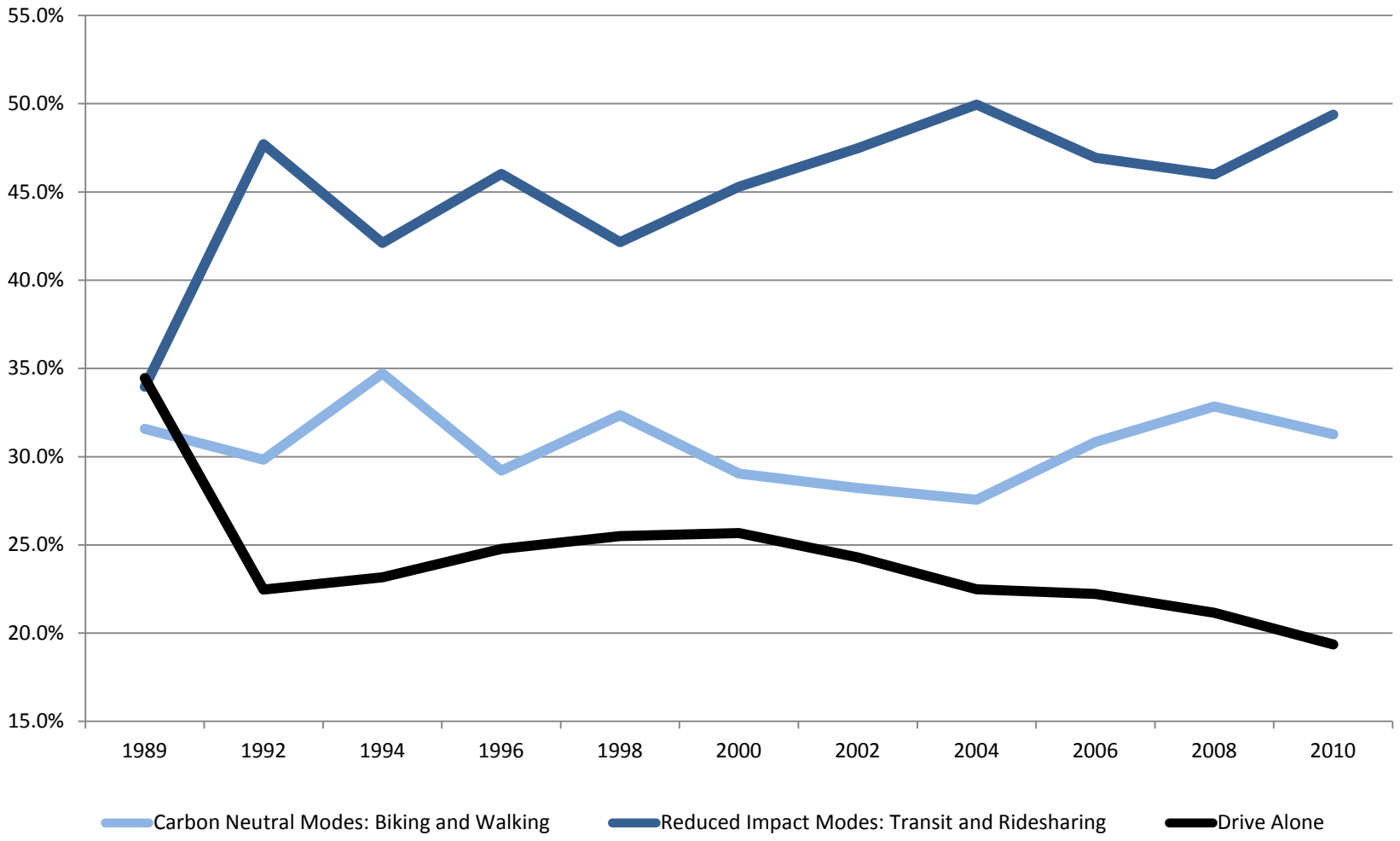

Figure 1. Major Development Projects Impacting the Burke-Gilman Trail

UNIVERSITY OF WASHINGTON BURKE-GILMAN TRAIL CORRIDOR STUDY

JULY 2011

SvR DESIGN COMPANY
FEHR & PEERS

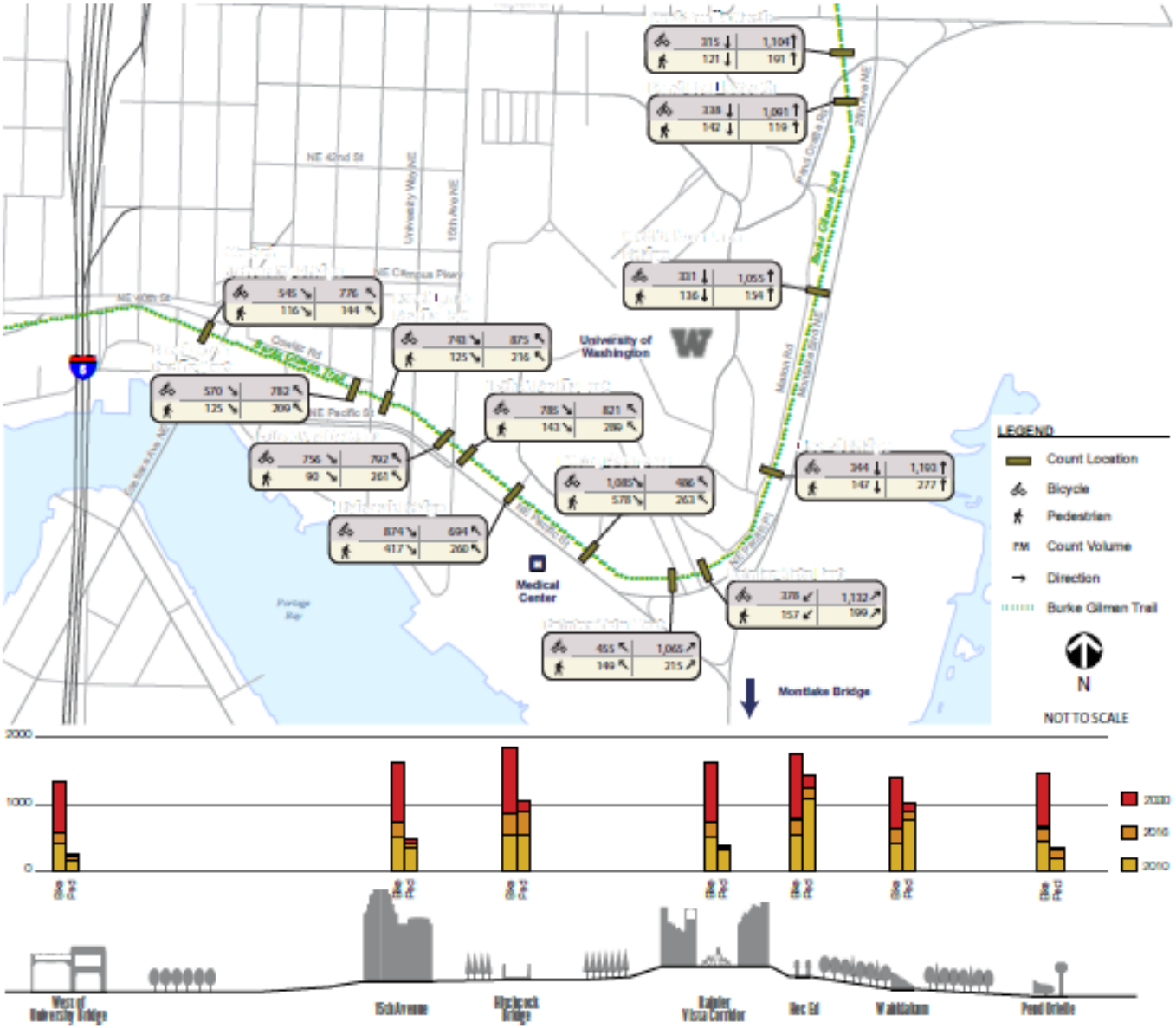

Figure 24. Trail count location and volumes with graph of projected traffic counts, 2030 (PM peak hour). Top graphic lists projected through volumes (not crossing/turning) at peak hour, including both background growth and LINK generated traffic. Bar chart reflects same numbers but also includes crossing/turning volumes at each respective point.

Figure 13. 15th Avenue NE

Figure 3. Mixed traffic conditions on Burke-Gilman Trail at Hec Edmundson Bridge

Figure 19. Pend Oreille Road

Figure 12. University Way NE

Figure 11. Brooklyn Avenue NE

Figure 1. Major Development Projects Impacting the Burke-Gilman Trail