

Burke-Gilman Trail

Acquisitions and Relocations

Unlike the original 6-Lane Alternative, this option would add two lanes to Montlake Boulevard, which would affect the Burke-Gilman Trail between Montlake Boulevard and the University of Washington campus. About 0.08 acre of the trail's right-of-way would be acquired (see Exhibit 16). The trail may have to be shifted to the west in these areas.

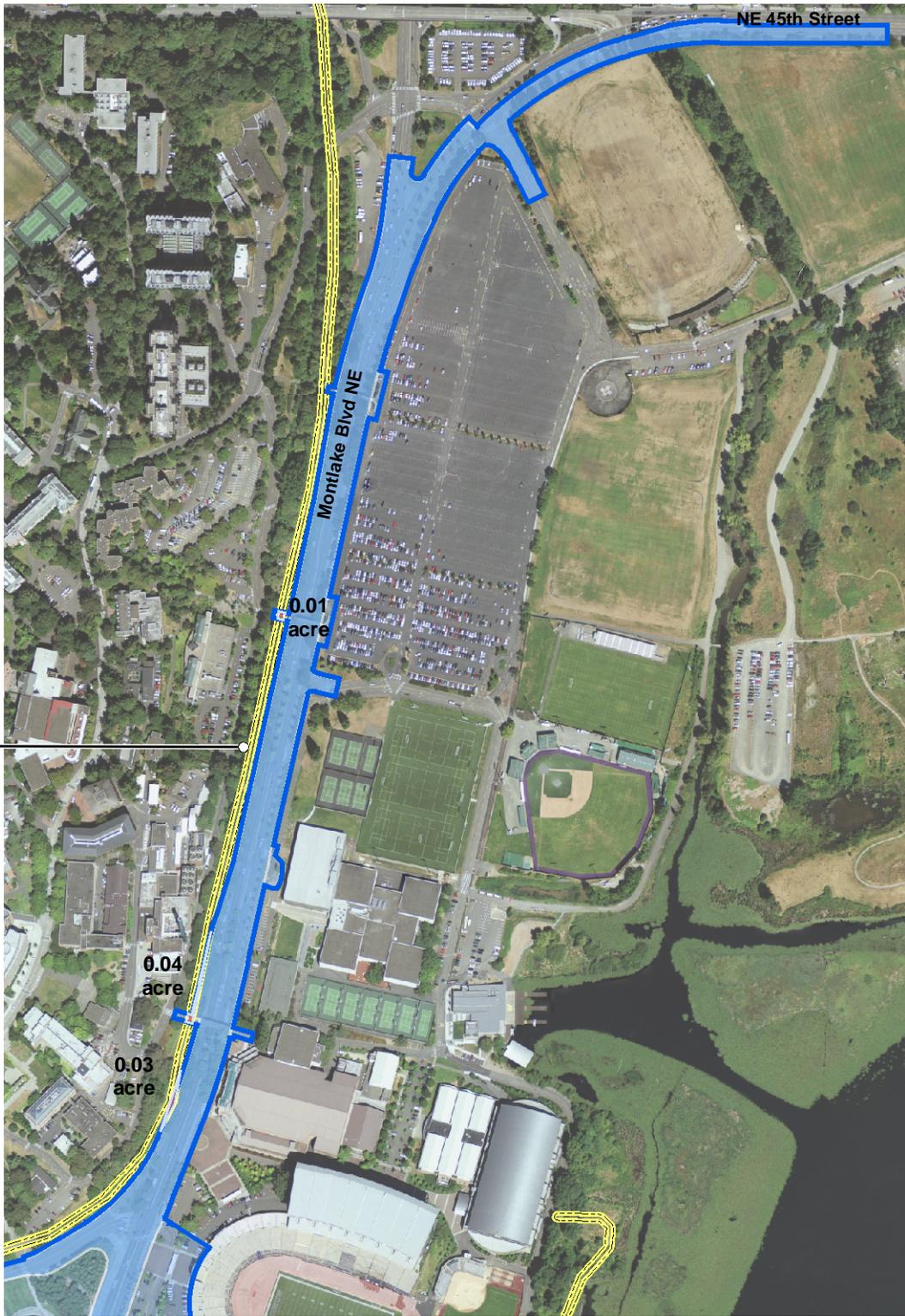
Proximity Effects

Vegetated slopes (steep in some locations) are present along both sides of the trail, providing a buffer and visual screening from the adjacent campus and roadway. Three pedestrian bridges cross over Montlake Boulevard from the trail to parking lots and other University of Washington facilities. Traffic noise is quite discernible along most sections of the trail. The University's power plant also adds to the noisy environment.

Montlake Boulevard would be widened approximately 20 feet to the west, which would result in the removal of most of the trees in the 30-foot buffer that currently provides a visual screen of the roadway from the trail (Exhibit 16). The slopes would likely be cleared and regraded during construction, and a retaining wall would be constructed along Montlake Boulevard. With these improvements, the trail would be within 10 feet of the roadway and the top of the retaining wall in some locations. Because the trail would be much closer to the roadway, a safety barrier would likely be placed along the top of the retaining wall to keep trail users separate from the traffic on the roadway below.

The Burke-Gilman Trail would continue to operate as it does today, but the trail experience could be perceived as more urban and less natural and protected. The deciduous trees that provide the mostly natural and somewhat-protected environment along the trail would be removed along the slope, revealing a planter strip, 6-lane roadway, retaining wall, and barrier.





Burke-Gilman Trail

6 Lanes with Pacific Street Interchange Option

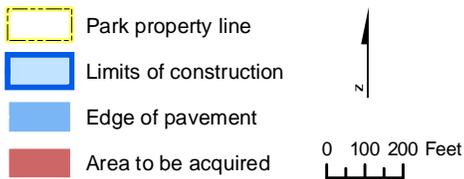


Exhibit 16. Project Effects on the Burke-Gilman Trail
 SR 520 Bridge Replacement and HOV Project

Existing noise levels currently range from 61 to 63 dBA near the Burke-Gilman Trail. No sound walls are proposed along this section. Noise levels are expected to increase slightly to between 62 and 65 dBA.

Montlake Boulevard

The existing sidewalks and planter strips along Montlake Boulevard would be removed and replaced with new planter strips and sidewalks. All pedestrian overpasses would be replaced. A wider roadway and more traffic could affect the pedestrian experience along this corridor.

Ship Canal Waterside Trail

The Union Bay Bridge, east of the Ship Canal, would be highly visible from all points along the Ship Canal Waterside Trail east of the Montlake Bridge. The bridge and the new piers would encroach upon the broad views, openness, and unobstructed views to the east that currently exist at this trail (see Exhibit 10).

Existing noise levels range from 58 to 63 dBA near the Ship Canal Waterside Trail. With sound walls, noise levels are expected to range between 58 and 60 dBA.

How would the 6 Lanes with Pacific Street Interchange option differ from the original 6-Lane Alternative in its effects on recreational facilities?

The primary differences between the 6 Lanes with Pacific Street Interchange option and the original 6-Lane Alternative would result from the Pacific Street Interchange over the Arboretum, the new Union Bay Bridge, and the widening of Montlake Boulevard. Exhibit 17 lists these differences.

Although the 6 Lanes with Pacific Interchange would result in a smaller net loss at McCurdy Park and East Montlake Park, overall it would acquire more land from recreational facilities in the Seattle project area and less of this land could be returned to park use after construction. It would also further degrade the recreational experiences at the



Exhibit 17. Differences in Acquisition Effects Between the Options and the Original 6-Lane Alternative

Resource	Original 6-Lane Alternative (in acres)		6 Lanes with Pacific Street Interchange Option (in acres)		Second Montlake Bridge and No Montlake Freeway Transit (in acres)	
	Acquired (returned)	Net Gain or Loss	Acquired (returned)	Net Gain or Loss	Acquired (returned)	Net Gain or Loss
Bagley Viewpoint	0.09 (0)	-0.09	0.09 (0)	-0.09	0.09 (0)	-0.09
Bill Dawson Trail	Section of trail under SR 520 would be lengthened by 115 feet		Section of trail under SR 520 would be lengthened by 115 feet		Section of trail under SR 520 would be lengthened by 50 feet	
McCurdy Park	1.5 (0)	-1.5	1.5 (0.88)	-0.62	1.5 (0.32)	-1.18
East Montlake Park	3.25 (1.87)	-1.38	3.25 (2.80)	-0.45	3.25 (2.48)	-0.77
Washington Park Arboretum	1.8 (1.1)	-0.7	2.64 (0.30)	-2.41	1.8 (1.1)	-0.7
University of Washington Recreational Facilities	—	—	0.28 (0)	-0.28	0.20 (0)	-0.20
Burke-Gilman Trail	—	—	0.08 (0)	-0.08	—	—
East Campus Bicycle Route	—	—	100-foot section of trail under Union Bay Bridge		100-foot section of trail eliminated ^a	
Ship Canal Waterfront Trail	—	—	—	—	Section of trail under Montlake Bridge would be lengthened by 100 feet ^a	
Total	6.64^b (2.97)	-3.67	7.54^b (3.68)	-3.86	6.84^b (3.90)	-2.94

^a Effects from Second Montlake Bridge option only.
^b Does not include Montlake Playfield submerged land.



Arboretum's Marsh and Foster islands and affect the University of Washington's WAC, and the Burke-Gilman Trail.

How would the Second Montlake Bridge option affect parklands?

The Second Montlake Bridge option would not alter the original 6-Lane Alternative in either the Lake Washington or the Eastside project areas. Therefore, this section only assesses the potential effects of the option in the Seattle project area and compares those effects with the original 6-Lane Alternative.

The Second Montlake Bridge option would not alter the original 6-Lane Alternative except in the vicinity of the Montlake Bridge. Therefore, the Second Montlake Bridge option would not differ from the original 6-Lane Alternative in its effect on recreation at the following resources:

- Bagley Viewpoint
- Montlake Playfield
- Washington Park Arboretum

See the 2005 *Recreation Discipline Report* for a discussion of effects on these resources. All other resources near the Montlake Bridge area are discussed below. Exhibit 18 lists effects from the option resulting from land acquisition and long-term proximity effects.

McCurdy Park and East Montlake Park

The Second Montlake Bridge option would result in about half the area of permanent acquisitions at McCurdy Park and East Montlake Park when compared to the original 6-Lane Alternative (Exhibit 19).

Ship Canal Waterfront Trail

Unlike the original 6-Lane Alternative, this option would construct a new bridge across the Montlake Cut. The Ship Canal Waterside Trail is a gravel trail located along the south side of the Cut between East Montlake Park and West Montlake Park. A vegetated slope is a buffer between the Montlake neighborhood and the trail. Several stairway connections link the trail up to the neighborhood.

Constructing a new bridge east of the existing Montlake Bridge would remove about 100 feet of vegetation that currently exists adjacent to the



Exhibit 18. **Affected Parklands in the Seattle Project Area – Second Montlake Bridge Option**

Name	Long-Term Effects		
	Acquisition or Other Direct Use	Adverse Effects	
		Proximity Effects	Beneficial Effects
Bagley Viewpoint	0.09 acre acquisition	None anticipated.	If the park can remain viable, noise levels would be reduced with the addition of sound walls.
Montlake Playfield	2.45 acres acquisition of submerged land	None anticipated.	None anticipated.
Bill Dawson Trail (Montlake Bike Path)	Section of trail under SR 520 would be lengthened by 85 feet	None anticipated.	None anticipated.
McCurdy Park	1.5 acres initial acquisition	Views would be affected by the removal of the MOHAI building.	Noise levels would be reduced with the construction of sound walls. The stormwater treatment wetland and redevelopment of the trail could become amenities to the park.
East Montlake Park	3.25 acres initial acquisition	Views would be affected by the removal of the MOHAI building.	Noise levels would be reduced with the construction of sound walls. The stormwater treatment wetland and redevelopment of the trail could become amenities to the park.
Washington Park Arboretum	1.8 acres initial acquisition	Foster and Marsh islands would be further altered by a larger freeway. The higher and wider freeway would be more dominant in the landscape, and would be viewed from more areas along the Arboretum Waterfront Trail.	Noise levels would be reduced with the construction of sound walls. The highway mainline would be wider and higher than it is today, which would allow the trail to be reconstructed at-grade, instead of passing through the existing tunnel.
University of Washington Recreational Facilities	0.20 acre acquisition	None anticipated.	None anticipated.
Burke-Gilman Trail	None anticipated.	None anticipated.	None anticipated.



Exhibit 18. **Affected Parklands in the Seattle Project Area – Second Montlake Bridge Option**

Name	Long-Term Effects		
	Acquisition or Other Direct Use	Adverse Effects	
		Proximity Effects	Beneficial Effects
East Campus Bicycle Route	Trail would be shortened by 100 feet	None anticipated.	None anticipated.
Ship Canal Waterfront Trail	Montlake Bridge would shade an additional 100 feet of trail	Slight degradation due to longer crossing under bridge.	None anticipated.

