



Burke-Gilman Trail Missing Link

Project Update Briefing

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12/1/21 Department of Transportation



City of Seattle

Agenda

- Project Overview
- Project Refinements
- Next Steps

PROJECT OVERVIEW

Project Vision

- **Complete the Burke-Gilman Trail** to create a safe, direct, and well-defined route for people of all ages and abilities traveling across the City and through Ballard.
- Improve predictability for motorized and non-motorized users while **maintaining safe truck and freight access to local businesses.**
- **Meet voter-approved Move Seattle Levy commitment** (passed in 2015 by almost 60% of voters)



Preferred Route

- Connection between Ballard Locks and Ballard Fred Meyer
- NW Locks Pl, NW Market St, Shilshole Ave NW, NW 45th St
- Safest, most direct, community-preferred route



Progress to date

- In spring 2019, crews began roadway surface, sidewalk, signal, and transit improvements as part of the Ballard Multimodal Corridor project.
- The trail work in this area was put on hold due to ongoing litigation.
- The non-trail elements were completed in 2020.



Legal Challenges

- Ballard Terminal Railroad
 - In June 2020, the Superior Court issued a decision stating that federal law preempted the City from relocating railroad tracks.
 - In February 2021, the parties filed cross-appeals of the Superior Court's decisions; that appeal is currently ongoing.
- SEPA
 - In March 2021, the WA state Court of Appeals issued a decision citing an appearance of fairness violation on the FEIS.
 - The decision remands SDOT to the Hearing Examiner to defend the adequacy of the FEIS.
- Shoreline
 - Permit issuance requires SEPA decision (see above).

PROJECT REFINEMENTS

Option Comparison

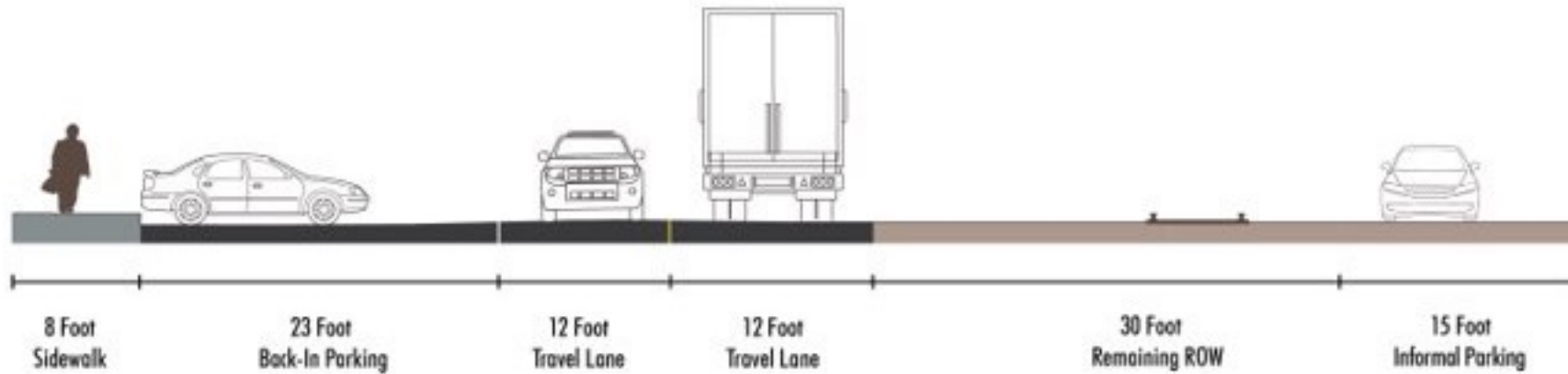
Issue	Option 1: No Refinements	Option 2: Scope Refinements
Design	<ul style="list-style-type: none">Meets project goals, city codes, and includes all key safety improvements	<ul style="list-style-type: none">Meets project goals, city codes, and includes all key safety improvements
Legal	<ul style="list-style-type: none">Restart SEPA at Hearing ExaminerRequires favorable decision on railroad legal issues to proceed	<ul style="list-style-type: none">Exempt from SEPACan proceed without favorable decision on railroad legal issues
Schedule	<ul style="list-style-type: none">13-month construction durationProject completion in 2024-2025Unlikely to meet Levy timeframe, voter commitment, and loses funding	<ul style="list-style-type: none">7-month construction durationProject completion in 2022-2023Likely to meet Levy timeframe and voter commitment
Cost	<ul style="list-style-type: none">Escalation and other cost overruns require additional \$7M	<ul style="list-style-type: none">Scope refinements offset escalation and other cost overruns

Proposed Design Refinements

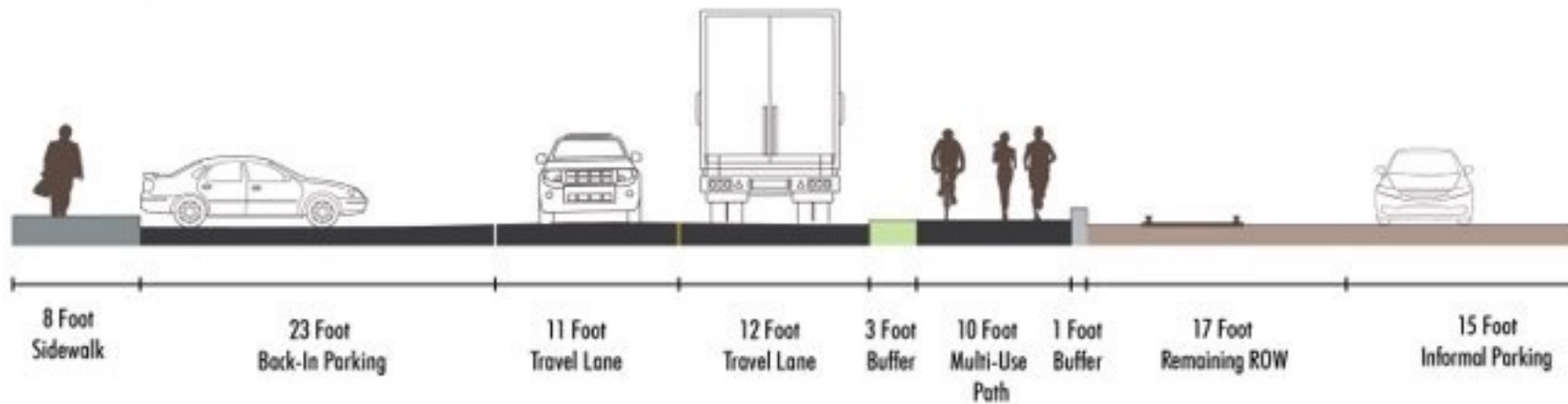
- Maintain all driveway crossings and trail-related safety improvements
- Eliminate all RR relocation
- Retain NW 45th St as a one-way street
- Reduce new paving areas on Shilshole and 45th
- Maintain existing Shilshole channelization
- Adjust intersection stop controls (utilize flashing beacons/all-way stop vs signals)
- Modify pedestrian improvements (non-trail side of Shilshole)
- Reduce overall trail/buffer width from 18' to 14' (within standards)

Shilshole Sections

EXISTING

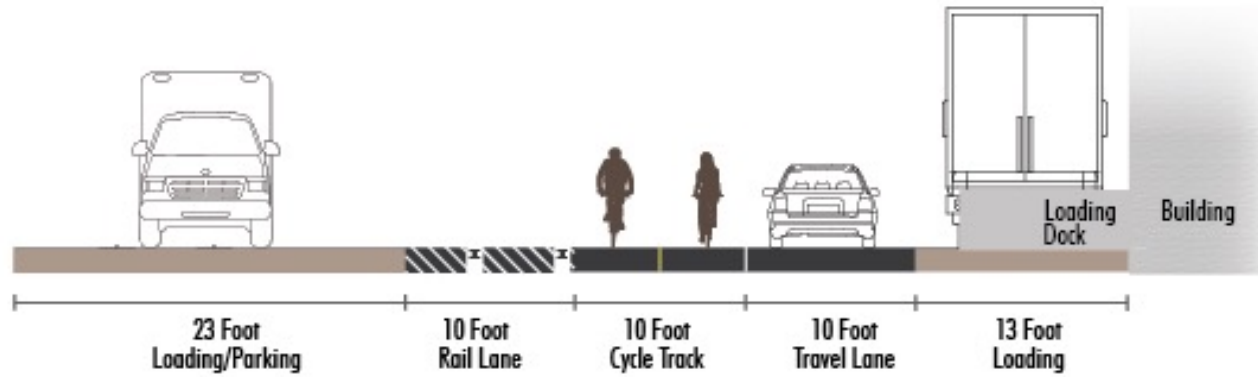


PROPOSED

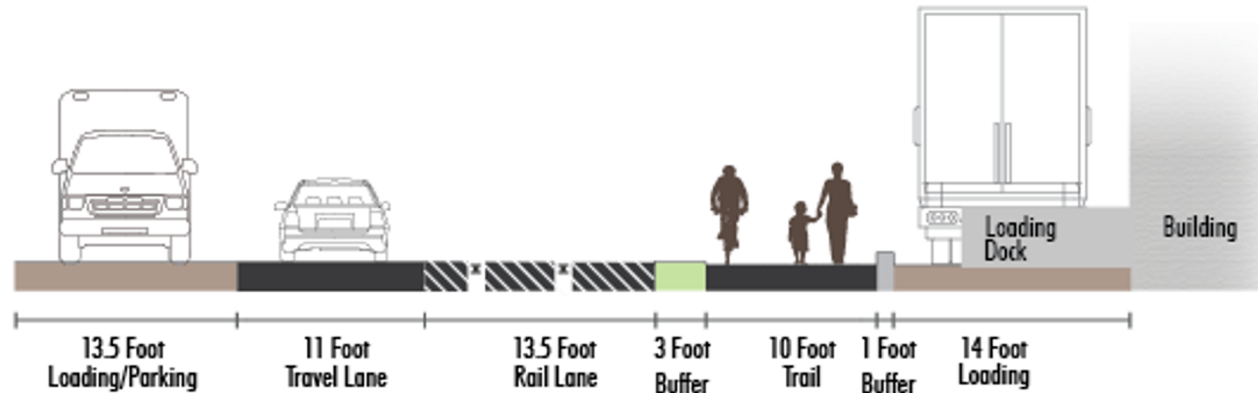


45th Sections

EXISTING



PROPOSED



Meeting Our Goals

- Maintains preferred route
- Maintains key safety elements
- Completion prior to Levy expiration
- Reduces risk of cost increases
- Minimizes legal challenges

Schedule



Questions?

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www.seattle.gov/transportation/BallardMultimodal

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