



# Burke-Gilman Trail Missing Link

## Project Update Briefing

Project Update Briefing  
Louisa Miller, SDOT BGT Project Manager  
12/1/21 Department of Transportation

# 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 45<sup>th</sup> 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

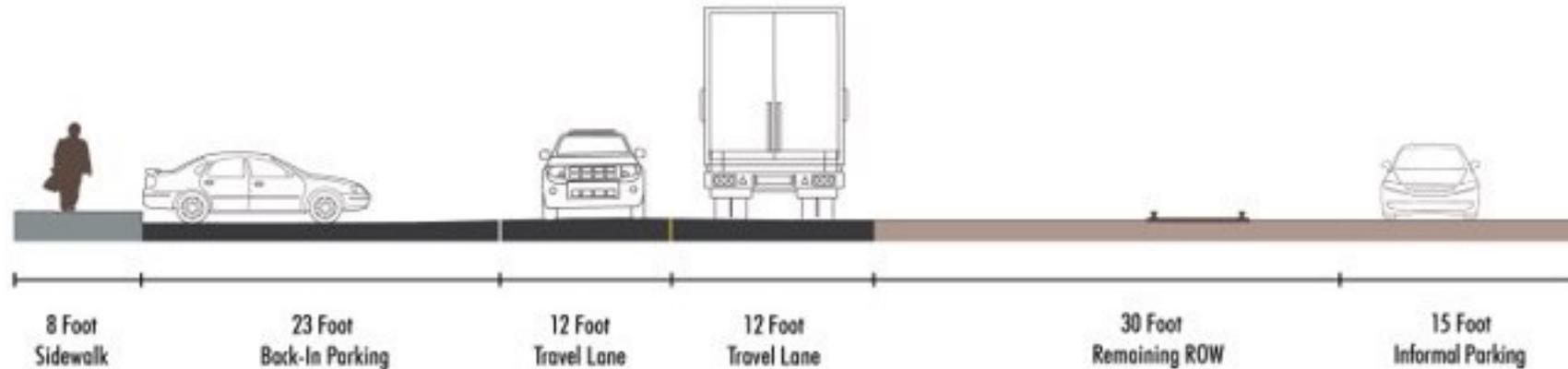
Issue	Option 1: No Refinements	Option 2: Scope Refinements
Design	<ul style="list-style-type: none"> <li>Meets project goals, city codes, and includes all key safety improvements</li> </ul>	<ul style="list-style-type: none"> <li>Meets project goals, city codes, and includes all key safety improvements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

# Proposed Design Refinements

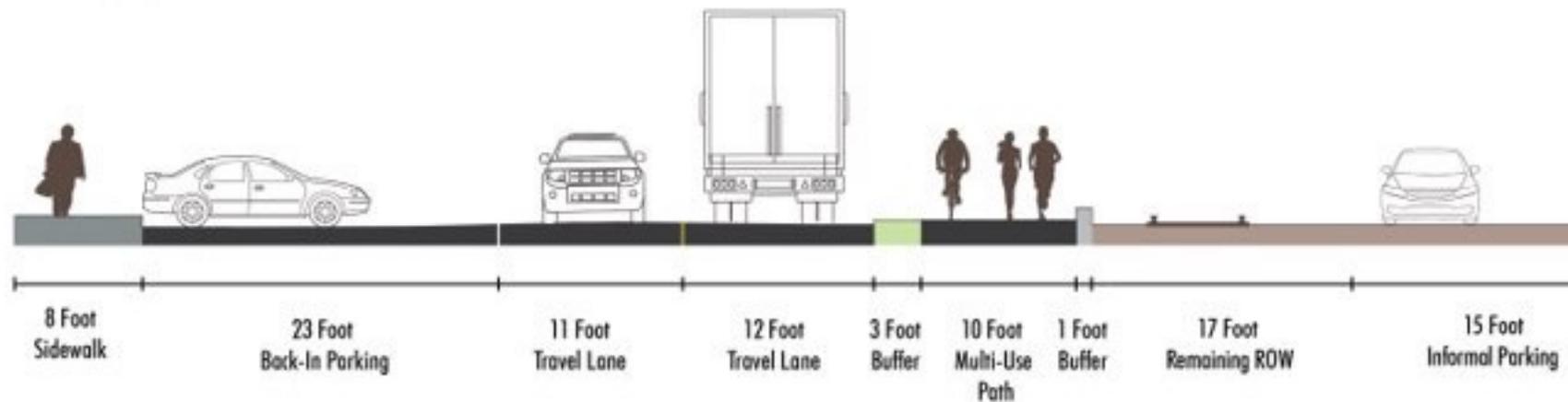
- Maintain all driveway crossings and trail-related safety improvements
- Eliminate all RR relocation
- Retain NW 45<sup>th</sup> St as a one-way street
- Reduce new paving areas on Shilshole and 45<sup>th</sup>
- Maintain existing Shilshole channelization
- Adjust intersection stop controls (utilize 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

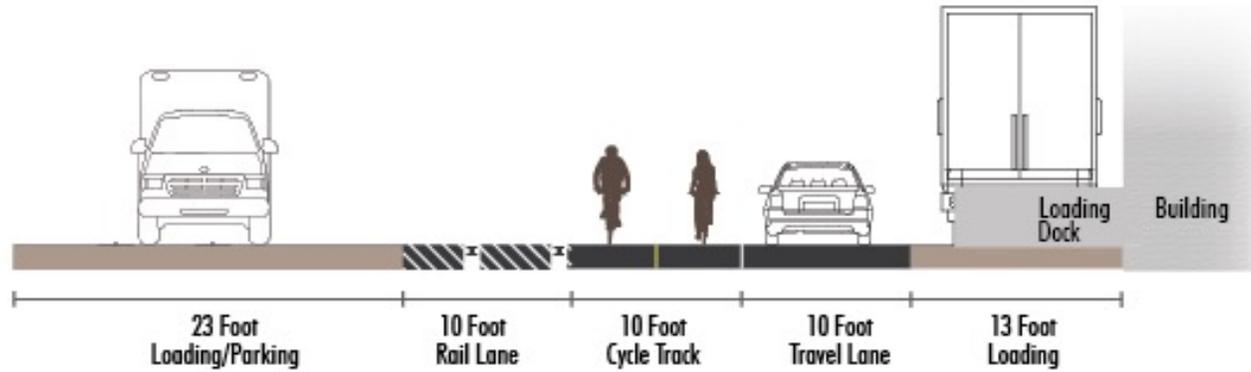


PROPOSED

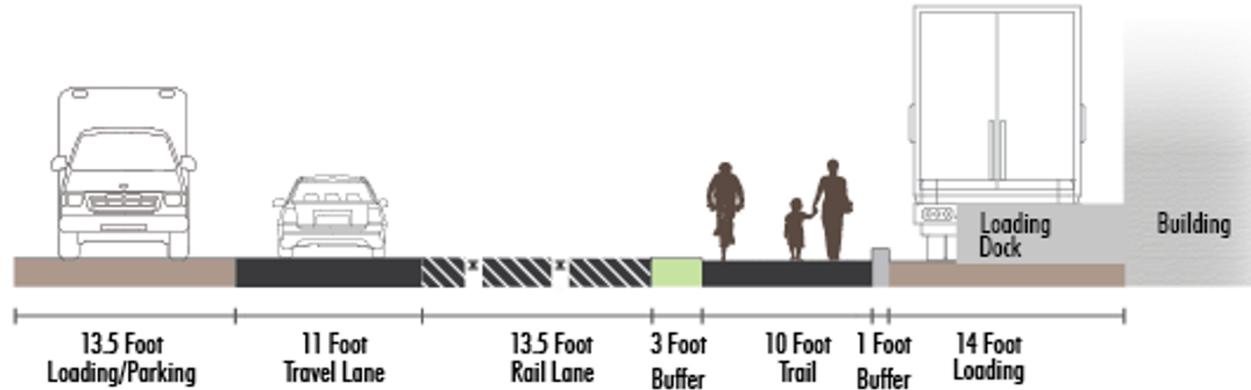


# 45<sup>th</sup> Sections

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?

[louisa.miller@seattle.gov](mailto:louisa.miller@seattle.gov) | (206) 930-2581

[www.seattle.gov/transportation/BallardMultimodal](http://www.seattle.gov/transportation/BallardMultimodal)

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