

RESOLUTION No. 30583

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Law Department

A RESOLUTION adopting a preferred route for the Burke-Gilman Trail through Ballard for the completion of the "missing link"; and directing Seattle Transportation, along with other City departments, to pursue funding opportunities to complete the route as presented in this resolution.

4-14-03 ⁶ Adopted As Amended
(No: Malow, Pagelen)

Introduced: MAP 1 0 2003	By: <i>Richard Conlin</i>
Referred: MAP 1 0 2003	To: TRANSPORTATION
Referred:	To:
Reported: 4-14-03	
Passed: 4-14-03 <i>Att</i>	Signed: <i>[Signature]</i> 4-14-03
Filed: 4/23/03	Published: <i>title 6 pp</i>

US5171

4/14/03 Transportation committee

4 in favor of substitute: Conlin, Wills, Compton
 2 opposed: Steinbrueck, McIver
 4 ~~in~~ opposed to Steinbrueck amendment:
 Conlin, Wills, Compton, Nicastro
 2 in favor: Steinbrueck, McIver

4 in favor of subst. res.
SMEAD 28 YSP 17704
 Conlin, Wills, Compton, Nicastro
 2 opposed: McIver, Steinbrueck

Divided report

10 favor
10 opposed
10 abstain
10 present
10 absent
10 excused
10 other
10 total

me

Law Department



4-14-03 Adopted As Amended 7-2
(No: Malver, Pageker)

Conlin
TRANSPORTATION

4/14/03 Transportation Committee

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6 pp

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SMEAD 26 YSP 17704
Conlin, Wills, Compton, Nicastro
2 opposed: McIver, Steinbreck

Divided report

No fiscal notes
has notes
Test loaded
Attachment (map) unable to read it
(see comic)

RESOLUTION 30583

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7 A RESOLUTION adopting a preferred route for the Burke-Gilman Trail through Ballard for the
8 completion of the "missing link" between 11th Avenue NW and the Ballard Locks; directing
9 Seattle Transportation, along with other City departments, to pursue funding opportunities to
10 complete the route as presented in this resolution; and affirming the City's commitment to
11 supporting manufacturing and industrial businesses in the area.

12
13 WHEREAS, the Burke-Gilman Trail currently links Bothell, Kenmore, the University of Washington and
14 several Seattle neighborhoods with a current terminus at 11th Avenue NW; and

15
16 WHEREAS, the Burke-Gilman Trail serves much of north Seattle and the Puget Sound Region as a
17 successful, scenic and safe non-motorized transportation, recreation and community facility; and

18
19 WHEREAS, the citizens of Ballard identified the completion of the Burke-Gilman Trail through Ballard
20 as one of four top priorities in the 1998 Crown Hill - Ballard Neighborhood Plan; and

21
22 WHEREAS, the City has a strong planning framework and policy commitment, as demonstrated by its
23 comprehensive plan and strategic transportation plan, that guide and encourage expanded
24 facilities and safety improvements for citizens who walk, bicycle or use other non-motorized
25 forms of travel, recognizing that freight mobility is critical to the City's economic base; and

26
27 WHEREAS, the Ballard Interbay Northend Manufacturing/Industrial Center has been identified and
28 designated as one of two areas where the City will promote manufacturing and industrial
29 employment growth including manufacturing uses, advanced technology industries and a wide
30 range of industrial-related commercial functions, such as warehouse and distribution activities;
31 and

32
33 WHEREAS, the Ballard Interbay Northend Manufacturing/Industrial Center contributes to Seattle's
34 diversified employment base and to the growth of high-wage jobs within the Central Puget Sound
35 region; and

36
37 WHEREAS, maintaining freight mobility and freight access is a high priority in the City's Transportation
38 Strategic Plan and the City's Comprehensive Plan and it is critical that the City work to preserve
39 freight mobility and access in the industrial areas; and

40
41 WHEREAS, protecting the integrity of those areas of the City that are zoned for industrial activity,
42 particularly the Ballard Interbay Northend Manufacturing/Industrial Center and other industrial
43 zones that host water dependent marine industrial activities, is identified as an important policy
44 objective in Seattle's Comprehensive Plan; and



1
2 WHEREAS, Resolution 30408, adopted in October, 2001, directed Seattle Transportation to evaluate
3 "three bicycle/pedestrian routes to complete the Burke-Gilman Trail between 11th Avenue NW
4 and the Locks;...work closely with business and property owners, trail advocacy groups and
5 community groups;...determine where acquisition of land may be necessary;...(and) prepare a
6 final report summarizing its analysis of alternative routes;" NOW, THEREFORE,

7
8 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR**
9 **CONCURRING, THAT:**

10
11 Section 1. The City reiterates its commitment to the following guiding principles that have
12 guided trail development for the past fifteen years:

13 A. The first priority when building transportation facilities is always safety.

14 B. Safe and efficient customer and freight access to businesses must be maintained.

15 Section 2. The rail corridor between 11th Avenue NW and the Ballard Locks is already in public
16 ownership. Consistent with current City policy, the City should continue preservation of the corridor, in
17 public ownership, for rail and trail use.

18 Section 3. Consistent with adopted City policies and plans, the preferred route (both interim
19 route and permanent routes described in Section 4 below) for the Burke-Gilman Trail from 11th Avenue
20 NW to the Ballard Locks will be designed to address safety concerns and to be compatible with water-
21 dependent and industrial uses, particularly in the Ballard Interbay North End Manufacturing/Industrial
22 Center, and to ensure that the trail does not unnecessarily impede or delay trucking and freight access to
23 manufacturing and industrial businesses. Examples of possible safety measures include pavement
24 markings; regulatory, warning and wayfinding signs; pedestrian/bicycle signals; mechanical gates;
25 mirrors; elevated crossings; etc.

26 Section 4. The preferred route for the Burke-Gilman Trail "missing link" between 11th Avenue
27 NW and the Ballard Locks, as described below and as shown on the map attached as Exhibit A (once final
28 design is completed, some small modifications may be required; these modifications to be left to the
29 discretion of the City Traffic Engineer for approval), is hereby adopted and SDOT will design and
30 construct the preferred route as follows:

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A. Design and construct the following permanent route:

1. On the south side of NW 45th Street, from 11th Avenue NW (the current terminus of the Burke-Gilman Trail) to Shilshole Avenue NW construct a trail.

2. On the south side of Shilshole Avenue NW (north side of tracks) between NW Vernon Place and 24th Avenue NW, construct a trail.

3. On the north side of the railroad tracks from 28th Avenue NW to 30th Avenue NW (the Locks), construct a trail.

B. Design and construct an interim route as follows:

1. On Shilshole Avenue NW from NW 45th Street to 17th Avenue NW, construct an interim trail or install bike lanes.

2. On 17th Avenue NW from Shilshole Avenue NW to Ballard Avenue NW, install a signed bike route.

3. On Ballard Ave NW from 17th Avenue NW to NW Vernon Place, install a signed bike route.

4. On Vernon Place between Ballard Avenue NW and Shilshole Avenue NW, install a signed bike route.

5. On 24th Avenue NW from the rail corridor to NW Market Street, construct an interim trail.

6. On NW Market Street from 24th Avenue NW to 28th Avenue NW, construct an interim trail that can be used later as a sidewalk.

7. On 28th Avenue NW from NW Market Street to the rail corridor, install a signed bike route.

1 C. Subject to the conditions in Section 3, design and construct a permanent route to replace the
2 interim route as follows:

3 1. On Shilshole Avenue NW from NW 45th Street to NW Vernon Place, construct a
4 bicycle and pedestrian facility.

5 2. On the railroad right-of-way, from 24th Avenue NW to 28th Avenue NW, construct a
6 trail.

7 Section 5. Seattle Transportation, in cooperation with other appropriate City departments,
8 including the Department of Finance, will seek funding (e.g. federal grants and other sources that may be
9 available) for the following:

10 A. The design and construction of the trail as described above.

11 B. The purchase, for public use, of a narrow strip of property (its exact width to be determined)
12 on the north side of the railroad tracks, west of 26th Avenue NW; and other smaller pieces of property, as
13 required, to complete the design and construction of the trail. Once the right-of-way between 26th
14 Avenue NW and 28th Avenue NW has been secured, Seattle Transportation will determine whether it is
15 appropriate to construct a trail along this section; and then decommission all or part of the interim route
16 along NW Market Street.

17 Section 6. In locations where private redevelopment or public works projects are being
18 considered near the rail corridor, Seattle Transportation and other appropriate City departments will work
19 with property owners to resolve design challenges and make safety improvements for all modes, so as to
20 accommodate a future trail described in Section 4C above.

21 Section 7. Beginning immediately and continuing for two years subsequent to operation of the
22 new segment of trail, SDOT shall monitor auto, bike and pedestrian accident data, and trail use along the
23 length of Burke Gilman Trail from the intersection of N.W. 45th Street and 11th Avenue N.W. to where the
24 trail meets the Ballard Locks. SDOT shall monitor bike and pedestrian use prior to construction to
25 generate baseline data, and post construction to determine if the public is utilizing the new "interim"

1 sections of trail as intended, or if riders are deviating from the trail to follow the Shilshole Avenue and
2 "Not 54th Street" corridor. In particular, SDOT shall monitor trail use at the intersection of Shilshole
3 Avenue N.W. and 17th Avenue N.W., the intersection of Ballard Avenue N.W. and N.W. Vernon Place,
4 and the intersection of Shilshole Avenue N.W. and 24th Avenue N.W. SDOT shall develop a monitoring
5 methodology that provides data that is representative of bike and pedestrian use at different times of day
6 throughout the year. SDOT shall report back to the Council on its findings periodically, and at the
7 conclusion of the two year monitoring period shall provide Council with a report and recommendations
8 for any modifications to the interim and permanent trail routes that may be called for to encourage usage
9 along the designated path.


10 Section 8. The Seattle Transportation "Ballard Corridor Design Study (11th Avenue NW to the
11 Locks)" February, 2003, fulfills the requirements of Resolution 30408 to complete an analysis of three
12 alternative routes for completing the Burke-Gilman Trail between 11th Avenue NW and the Locks.

13 Section 9. The City will continue to support manufacturing and industrial businesses in the
14 area, including working with the Manufacturing Industrial Council and the Ballard Interbay Northend
15 Manufacturing/Industrial Center members to develop and implement initiatives to meet the needs for
16 freight mobility, trained workforce and land use of Seattle's industrial business community, and to
17 assist the maritime industry in completion of an economic analysis and action plan for the maritime
18 industry in response to a 2003 Budget Statement of Legislative Intent adopted by Council (Resolution
19 30576).

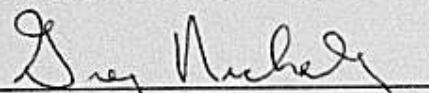
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21

1 Section 10. The Council believes that the current Industrial zoning of the Ballard Interbay Northend
2 Manufacturing/Industrial Center should remain unchanged. The City will continue to support
3 manufacturing and industrial businesses across the City and will work collaboratively with
4 representatives of industry to insure that there will always be sufficient zoning to meet the needs of the
5 Seattle's industrial manufacturing sectors, particularly water dependent marine industrial enterprises.
6

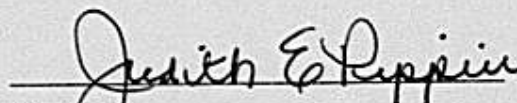
7 Adopted by the City Council the 14th day of April, 2003, and signed by me in open
8 session in authentication of its adoption this 14th day of April, 2003.

9
10 
11 President _____ of the City Council

12
13 THE MAYOR CONCURRING:

14 
15 _____
16 Gregory J. Nickels, Mayor

17
18 Filed by me this 23rd day of April, 2003.

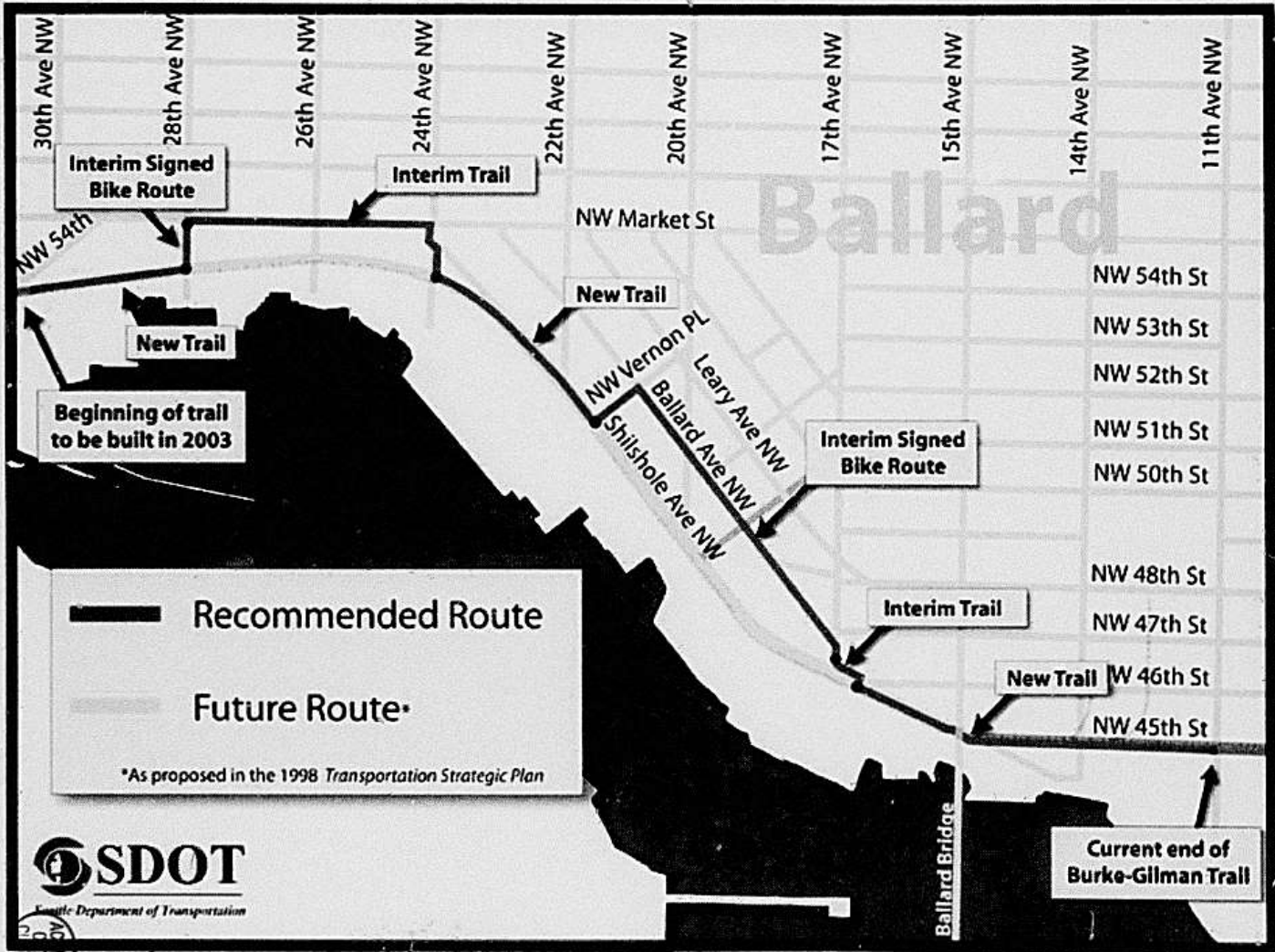
19 
20 _____
21 City Clerk

22
23 (Seal)

24 Exhibit A: Map of the plan for completing the Burke-Gilman Trail "missing link" between 11th Avenue
25 NW and the Locks



Bicycle and Pedestrian Route Between 11th Avenue NW and the Ballard Locks



STATE OF WASHINGTON - KING COUNTY

--SS.

157792
City of Seattle, Clerk's Office

No. TITLE ONLY RESOLUTION

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CTOR:RESOLUTIO 30583-94

was published on

4/30/2003

J. S.

Subscribed and sworn to before me on

4/30/2003

Melissa M. Pasqua

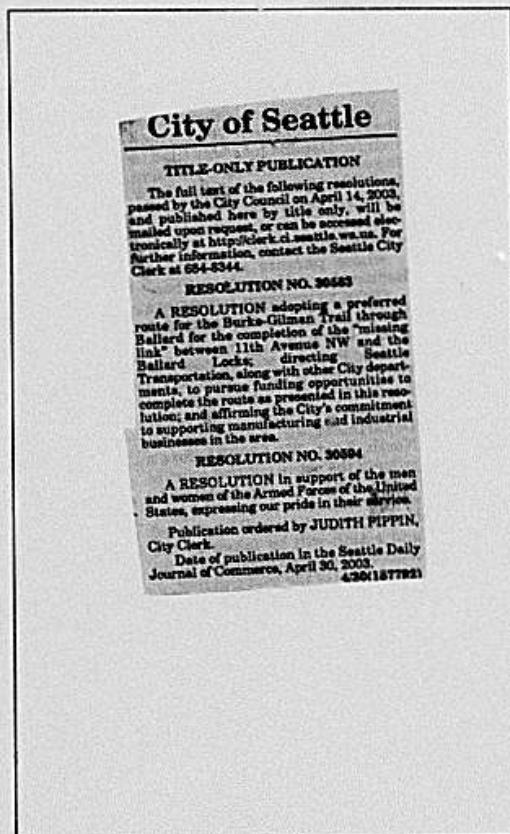
Notary public for the State of Washington,
residing in Seattle



Affidavit of Publication

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State of Washington, King County



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