**For Immediate Release**

November 13, 2018

**Contact:**

Joshua Brower, 206.498.1804

josh@browerlawps.com

**It’s Time to Build Multi-Modal Transportation Solutions on**

**Leary Avenue to Complete the “Missing Link”**

*Ballard coalition submits more than 5,000 signatures in support*

*of moving the final segment of the Burke-Gilman Trail to Leary Avenue*

SEATTLE – In a dramatic show of support, a coalition of labor, business owners, employees, union members and residents presented a petition with more than 5,000 signatures to the Mayor and City Council today, urging city leaders to build multi-modal transportation solutions on Leary Avenue Northwest, including finally completing the Missing Link section of the Burke-Gilman Trail.

The Coalition presented visual depictions of the multi-modal corridor on Leary Avenue. The architect’s renderings were submitted to the Mayor and Council, along with a packet of detailed information on the proposal and the petition signatures. Those illustrations are included here.

The new design for the corridor shows how the combination of bus rapid transit lanes, SOV-lanes, protected bike facilities and an enhanced pedestrian environment will create a “complete street” along an important neighborhood transportation corridor. The Missing Link will connect seamlessly from 17th Avenue Northwest onto Northwest Leary Avenue, finally finishing the Burke-Gilman Trail.

The Leary Avenue solution has strong support from business owners who see value in bringing bike riders past their doors, adding to the community feel of the street and enhancing the pedestrian environment.

“The Leary Avenue route in an elegant solution to a problem that has festered for too long,” said Joshua Brower, who represents members of the Coalition advocating for a safe and responsible solution. “The Leary proposal benefits businesses and it improves the transportation experience for everyone using that route by creating a rapid-transit corridor and complete street.”

Coalition members urged Mayor Jenny Durkan and the City Council to take immediate action to adopt the transportation solution that works for everyone. The Seattle City Council can swiftly enact the preferred route by resolution, bringing two decades of debate to an end, saving taxpayers millions of dollars and avoiding future litigation.

For more than 20 years, the City of Seattle has focused solely on routing the last 1.4-miles of the Burke-Gilman Trail along Shilshole Avenue in Ballard, a busy industrial area. Business owners there have long argued that combining large trucks and bike riders is a grave mistake; a mistake that will cost riders’ lives and shut down family-owned businesses that provide union and family-wage jobs.

[www.ballardcycletrack.com](http://www.ballardcycletrack.com)

# # #

**Leary Avenue is the Simple, Sensible and Responsible**

**Solution for Finally Finishing the Burke-Gilman Trail**

*For more than 20 years, the City of Seattle has been determined to route the last 1.4-miles of the Burke-Gilman Trail along Shilshole Avenue in Ballard. Combining large trucks and bike riders would be a grave mistake.*

**Leary Avenue** is an easy connection to the Burke Gilman Trail and a solution that works for everyone. The City Council should be the voice of reason long missing from the debate. It’s time to move the Missing Link to Leary Avenue.

**Why Leary Ave:**

* Protects hundreds of union and family-wage jobs.
* Leary is 100-feet wide; adding a bike trail will make it a Complete Street.
* The City’s EIS says that it can build the Missing Link on Leary and give up just 82 parking spaces compared to 344 lost spaces on Shilshole.
* The Leary Avenue solution has strong business support. The Shilshole route will cost jobs, hurt working-class families, and has little community support.

**The Shilshole route is Too Expensive.**

**The Cost:**

* The City originally budgeted $31 million to complete this Burke-Gilman Trail segment.
* Just $12 million remains from the original budget. The project now needs another $11.5 million to be completed.
* That brings the cost for the 1.4-mile section to $23.5 million or $18 million a mile!
* Add SDOT’s request for $11.5 million to the original $31 million budget and the price tag is **$42 million!**

**The Leary Solution will save taxpayers millions of dollars.**

**Common Sense:**

* The Leary route adds less than 30 seconds to a bike commute – and it will be safer and more enjoyable. It is just as direct as the Shilshole route.
* Leary has transit options for easy connections to buses or other transportation.
* People will stop at shops or restaurants along Leary – good for local businesses.

**Leary businesses strongly support the Leary Solution.**

**These groups support the Leary solution and pledge to help complete it:**

M.L. King County Labor Council • General Teamsters Union Local 174 • International Union of Operating Engineers Local 302 • International Association of Machinist District Lodge No. 160 • Joint Council of Teamsters No. 28 • Ballard Terminal Railroad Company, LLC • Seattle Building & Construction Trades Council • The Shilshole Marina Coalition (located at Ballard Mill Marina) • Salmon Bay Sand & Gravel • CSR Marine • Northern Marine Industries • Pacific Fishermen Shipyard • Ballard Marine Services • PFI Marine Electric

# # #