

# Welcome

The Burke-Gilman Trail is a regional, mixed-use facility that runs east from Golden Gardens Park in Seattle to the Sammamish River Trail in Bothell. This 20-mile trail is one of the most heavily-used walking and bicycling routes in Seattle, and it serves as a major transportation corridor for commuters and recreational users. The trail is complete except for the Missing Link, a 1.4-mile segment through the Ballard neighborhood.

The Missing Link has been included in the City's Comprehensive Plan since the early 1990s. It is also identified as one of the City of Seattle's top-rated trail priorities in the 2014 Bicycle Master Plan.

## We want your help to make sure the Missing Link is designed in a way that is safe for all users

We want to make sure property owners, business owners, residents, and trail users have the opportunity to help us better understand local conditions, opportunities, and potential challenges as we design a trail that is safe for all.

## How to use this online open house

- Visit each station listed at the top of this page to learn more about the Missing Link Project and the preferred trail alignment
- Click the "Next" button or select any tab at the top of the page to move around the open house.
- Take notes using the space at the bottom of the page. Any notes that you take will move with you as you navigate from station to station. You may use these notes on the 'Comment' tab to flag locations along the trail and provide your concerns and ideas.

If you would like to learn more about the Burke-Gilman Trail Missing Link and the project's history, visit [seattle.gov/transportation/BGT\\_MissingLink.htm](http://seattle.gov/transportation/BGT_MissingLink.htm)



Burke-Gilman trail crossing Ballard Terminal Railroad tracks.

### Share your ideas with the project design team in-person

Thursday, July 13 from 5 to 8 PM  
Ballard Eagleson VFW Post  
[2812 NW Market St, Seattle, WA 98107](http://2812NWMarketStSeattleWA98107)

Add to Calendar

[Next page](#)

## Take notes as you go

You can use these notes later in the comments section.

Take notes here.

## Sign up for project updates

First name

Last name

Email address

Submit

## Contact

WEB: [seattle.gov/transportation/BGT\\_MissingLink.htm](http://seattle.gov/transportation/BGT_MissingLink.htm)  
EMAIL: [BGT\\_MissingLink@seattle.gov](mailto:BGT_MissingLink@seattle.gov)  
PROJECT INFORMATION LINE: [\(206\) 256-5264](tel:2062565264)

Next

# Project Overview

The final Environmental Impact Statement (EIS) for the Missing Link was published in May 2017, following several years of environmental review. SDOT is currently working to design the Missing Link in a way that ensures safety for all users and preserves access for adjacent property owners. Construction on the Missing Link is anticipated to start in 2018.

Expand the boxes below for more information on the project's history, needs and benefits, and design goals.

Project History

The Missing Link has been in development since 2001, following the Seattle City Council's direction to evaluate completing the missing portion of the Burke-Gilman Trail. SDOT completed an initial environmental review of the project in 2008, published a draft Environmental Impact Statement (EIS) in 2016, and released the final EIS in May 2017. Visit the [project's website](#) for a more detailed overview of the Missing Link's history.

The EIS process included a scoping period to determine the route options to be considered. Five corridor route options came out of this scoping process and were studied in the draft EIS. These options included (1) no build, (2) north side of Shilshole Ave NW, (3) south side of Shilshole Ave NW, (4) Ballard Ave NW, and (5) Leary Ave NW. The EIS process also included several open houses and public comment periods.

Multiple route options were studied considering the following:

- Directness of route
- Number and types of trail crossings (driveways and intersections)
- Street and arterial classification
- Adjacent land uses
- Right-of-way width

The final EIS was published in May 2017 and identified a [preferred alternative](#).

Project Need and Benefits

Completing the Burke-Gilman Trail will create a safe, direct, and well-defined route for people of all abilities traveling across the City and through Ballard. It will improve predictability for motorized and non-motorized users while maintaining safe truck and freight access to local businesses.

A complete trail network also improves Seattle's health and quality of life for people of all ages and abilities.

Project Design Goals

SDOT will focus on the following to guide the design phase of the Missing Link Project:

- Ensure safety and predictability for all users, including people traveling on the trail and drivers who need to cross the trail
- Maintain access to the commercial and water-dependent industrial users adjacent to the trail
- Ensure the trail provides a comfortable and accessible transportation and recreation option for people of all ages and abilities
- Connect the trail to the existing walking and biking network



The Burke-Gilman Trail and the Missing Link



Existing interim cycle track and 45th Ave NW

[Next page](#)

## Take notes as you go

You can use these notes later in the comments section.

Take notes here.

## Sign up for project updates

First name

Last name

Email address

Submit

## Contact

WEB: [seattle.gov/transportation/BGT\\_MissingLink.htm](http://seattle.gov/transportation/BGT_MissingLink.htm)  
EMAIL: [BGT\\_MissingLink@seattle.gov](mailto:BGT_MissingLink@seattle.gov)  
PROJECT INFORMATION LINE: [\(206\) 256-5264](tel:(206)256-5264)

# Preferred Alignment

An extensive environmental review process was conducted on the Missing Link. The process compared several routes through Ballard, and the final EIS (published in May 2017) identified a preferred alternative for the corridor.

The final EIS is available for review on the [project website](#).

To aid in selecting the preferred alternative, SDOT consulted with representatives from adjacent businesses, freight, bicycle and pedestrian groups, and the general public to provide input and feedback on potential route alternatives.



Graphic map of the preferred alignment.

The preferred alignment for the Missing Link (highlighted in the above image) will connect the two existing portions of the Burke-Gilman along the following route (from west to east):

- South side of NW 54th St and NW Market St to 24th Ave NW
- South side of Shilshole Ave NW 45th St
- South side of NW 45th St, connecting to the existing trail at 11th Ave NW



Driveway marker on Shilshole Ave NW



Trucks and automobiles on Shilshole Ave NW

## Why Locate the Missing Link on Shilshole Ave NW?

Nearly four out of five comments on the draft Environmental Impact Statement preferred locating the Missing Link along the south side of Shilshole Ave NW. Locating the Missing Link on the south side of Shilshole makes sense when compared to Ballard Ave NW or Leary Ave NW because Shilshole Ave NW:

- Crosses the fewest number of intersections, which have the greatest potential for conflict.
- Shilshole Ave NW has less truck traffic than Leary Way, both at peak hours and throughout the day.
- A trail on Leary would result in greater traffic impacts, resulting in larger impacts to transit and freight.
- Is the flattest route, which helps to ensure improved sight lines and safety for all corridor users.
- Is the shortest, quickest route between existing trail portions, which means that trail users would likely continue to use Shilshole Ave NW even if the trail were constructed elsewhere.
- Seattle's RapidRide Expansion Program will bring dedicated lanes for high capacity transit on Leary Way by 2023.

## Why Locate the Missing Link on NW Market Street?

During the Environmental Impact Statement process, it became clear that siting the trail on NW 54th St would exacerbate a pinch point between vehicles needing to access properties south of the roadway, the Ballard Terminal Railroad tracks, and business access garages that open immediately into the public right-of-way. These conflicts would require barriers or fences on either side of the trail to prevent motor vehicles from driving along the trail.

In contrast, the alignment on NW Market St provides a more comfortable trail user experience, provides access to new developments on NW Market St, and provides easier access for trail users travelling from the north.

## Coordination with nearby projects

### Seattle Public Utilities Ship Canal Water Quality Project

The Ship Canal Water Quality Project builds a storage tunnel to reduce polluted water overflows into the Ship Canal from Ballard, Fremont, Wallingford, and north Queen Anne. The 2.7-mile tunnel will temporarily hold more than 15 million gallons of stormwater and sewage during heavy rains. When the storm passes, flows will be sent to King County's West Point Wastewater Treatment Plant.

Part of this project will be constructed in conjunction with the Missing Link to help minimize local construction effects and save taxpayer money.

For more information, visit the [SPU project website](#).

### RapidRide Expansion

SDOT is working with King County Metro to deliver seven new RapidRide corridors. The Market route will link Ballard to Wallingford and the University District.

For more information, visit SDOT's [RapidRide Expansion website](#).

[Next page](#)

## Take notes as you go

You can use these notes later in the comments section.

Take notes here.

## Sign up for project updates

First name

Last name

Email address

Submit

## Contact

WEB: [seattle.gov/transportation/BGT\\_MissingLink.htm](http://seattle.gov/transportation/BGT_MissingLink.htm)

EMAIL: [BGT\\_MissingLink@seattle.gov](mailto:BGT_MissingLink@seattle.gov)

PROJECT INFORMATION LINE: [\(206\) 256-5264](tel:(206)256-5264)

**participate**.online  
powered by **EnvirolIssues**

Copyright ©2017 [EnvirolIssues](#)



## Next Steps

## Next

Now that you know a bit more about the Missing Link and the preferred route, **we want to hear from you.**

If you would like to review any of the information included within the online open house, use the navigation buttons at the top of the page. Any notes that you recorded in the footer as you visited the stations are retained below for you to reference as you provide your feedback.

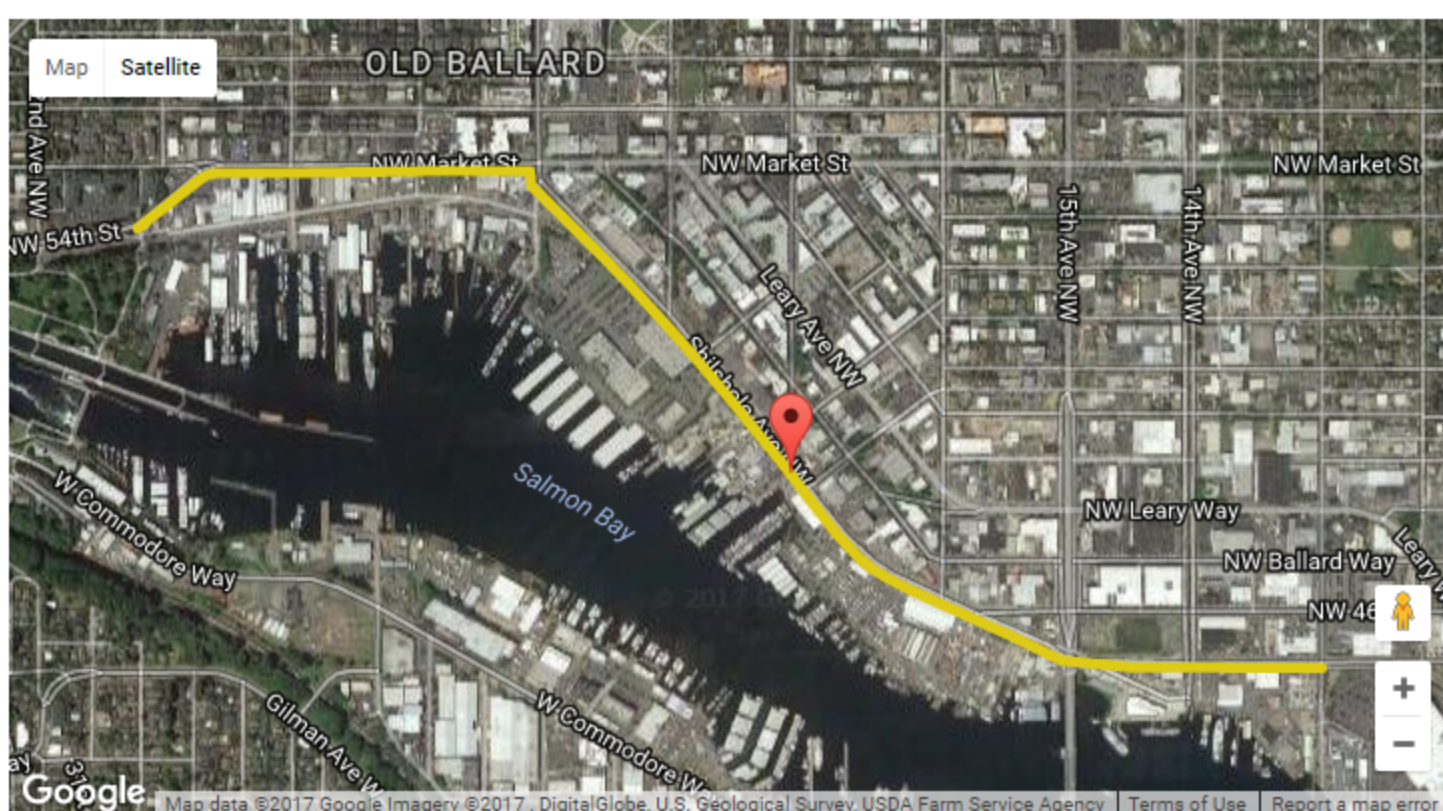
**As you're preparing your comments, think about specific locations along the preferred alignment.**

- What experiences have you had that the corridor design should consider?
- What are some potential challenges that the design team should consider?
- What opportunities could the design and construction of the corridor present?



Parking, automobiles, and busses on NW 54th St.

 If your comment is location-specific, drag the marker to the location (optional).



### Latitude

11

## Longitude

\_\_\_\_\_

**Comment**

*Required*

Comment

First name

\_\_\_\_\_

Last name

\_\_\_\_\_

ZIP code

\_\_\_\_\_

**What is your primary interest in the Burke-Gilman Trail?**

- ☐ Nearby property owner
- ☐ Nearby business owner
- ☐ Live nearby
- ☐ Work nearby
- ☐ Use nearby roads
- ☐ Trail user

Other

\_\_\_\_\_

Submit

[Next page](#)

You can use these notes later in the comments section.

Take notes here.

## First name

4

Last name

\_\_\_\_\_

Email address

\_\_\_\_\_

Submit

PROJECT INFORMATION LINE: (206) 256-5264

Copyright ©2017 EnvirolIssues



## Burke-Gilman Trail Missing Link Project

Welcome

Project Overview

Preferred Alignment

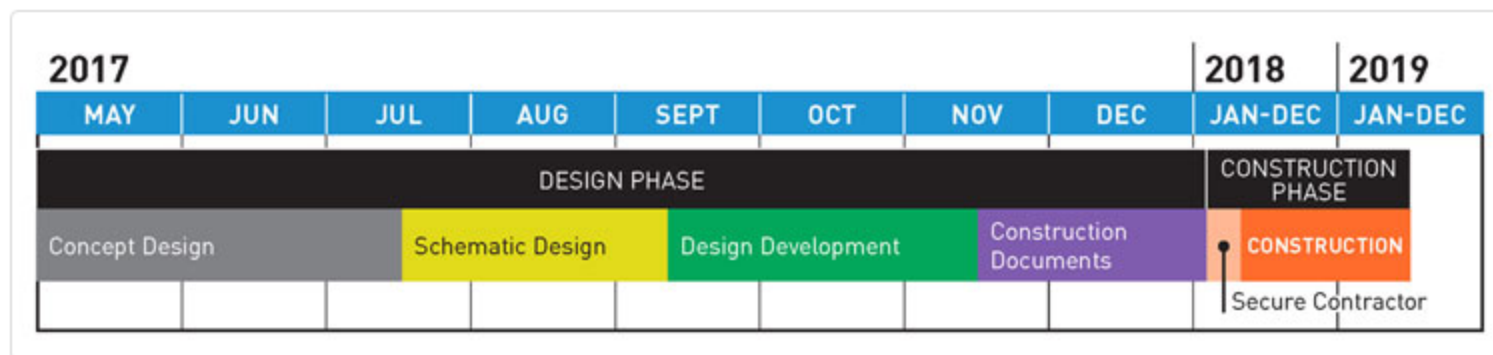
Share Your Ideas

Next Steps

# Next Steps

## What happens next?

- SDOT, the project design team, and the project Design Advisory Committee will use the input that you provided to learn more about some of the challenges and opportunities along the preferred alignment of the trail.
- The design team will work to propose facilities along the Missing Link that ensures safety of all users and access to adjacent properties and incorporates community feedback where possible.
- SDOT will come back to the community this fall to provide the community with a design update and another opportunity for you to share feedback on trail design.
- The project's Design Advisory Committee will continue to meet with SDOT and project design staff to continue providing review of trail design progress.
- Construction on the Missing Link is anticipated to start in 2018, with the trail open for use in 2019. See the below timeline for a detailed breakdown of upcoming project design phases:



Tentative Missing Link Project design and construction timeline



The Ballard Terminal Railroad tracks cross Shilshole Ave NW and interim cycle tracks underneath the Ballard Bridge.

## Take notes as you go

You can use these notes later in the comments section.

Take notes here.

## Sign up for project updates

First name

Last name

Email address



## Contact

WEB: [seattle.gov/transportation/BGT\\_MissingLink.htm](http://seattle.gov/transportation/BGT_MissingLink.htm)

EMAIL: [BGT\\_MissingLink@seattle.gov](mailto:BGT_MissingLink@seattle.gov)

PROJECT INFORMATION LINE: (206) 256-5264

**participate**.online  
powered by EnviroIssues