



# Burke-Gilman Trail Missing Link Project

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## 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 serves as a major transportation corridor for commuters and recreational users. The trail is complete except for a 1.4-mile segment through the Ballard neighborhood known as the "Missing Link."

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

## We want to hear your feedback on the latest corridor design

Provide your feedback to help us design a trail that is safe for all.

### How to use this online open house

- Visit each tab listed at the top of this page to learn more about the Missing Link Project and the updated corridor design
- 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 tab to tab. You may use these notes on the ‘Feedback’ 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)



Existing interim cycle track and 45th Ave NW

## Walk the corridor and share your ideas with the project design team in person

**Open house:**  
**Thursday, October 12**  
**5 to 8 PM**  
[Ballard Eagleson VFW Post, 2812 NW Market St, Seattle, WA 98107](http://BallardEaglesonVFWPost.com)

[Add to Calendar](#)

**Self-guided walking tour:**  
**Saturday, October 14**  
**10 AM to 2 PM**  
Missing Link corridor

[Add to Calendar](#)

## Take notes as you go

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ZXCXCSd

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Email: [BGT\\_MissingLink@seattle.gov](mailto:BGT_MissingLink@seattle.gov)  
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# Project overview

The project team has completed 60% design of the Missing Link, designing a connection that ensures safety for all users and preserves access for adjacent property owners. Construction on the Missing Link is anticipated to start in 2018.

## Project History

The Burke-Gilman Trail is one of Seattle's most popular multiuse trails. It serves as a major transportation corridor, connecting multiple neighborhoods and other city and regional trails between Bothell and Golden Gardens. The trail is complete except for a 1.4-mile segment through the Ballard neighborhood, known as the “Missing Link.”

This 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](#).

To make sure the Missing Link is designed safely and in a way that works for everyone, it is important to consider all voices and perspectives. All stakeholders—including local workers, freight drivers, trail users, and members of the industrial and maritime communities—are important members of the Ballard community. The project team has provided various opportunities for public input throughout the project's history, including this online open house.

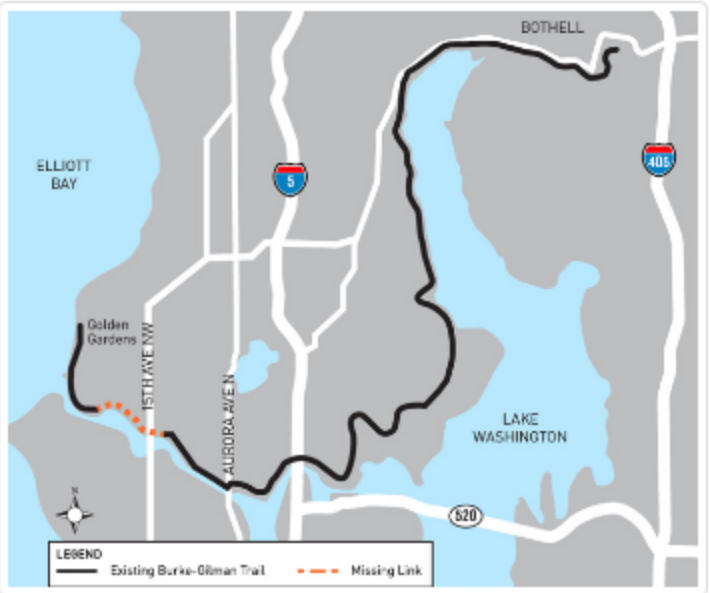
## Project Design Goals

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

## Coordination with Nearby Projects

- [Seattle Public Utilities Ship Canal Water Quality Project](#)
- [King County Metro and City of Seattle Market RapidRide Expansion](#)



The Burke-Gilman Trail and the Missing Link



The Missing Link can be divided into three segments of similar character



Much of the Missing Link corridor does not have good pedestrian infrastructure

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zxcxcsd

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Welcome


Project overview

**Segment 1**

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## Segment 1

The following pages divide the corridor into three segments, highlighting key locations and intersections along the corridor. Each location (or "stop") includes a bird's eye view of the area that highlights key design features. Stops also highlight benefits the new design features will provide.

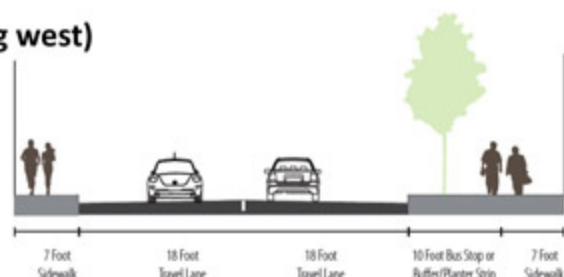


Graphic map of segment 1 on the preferred alignment

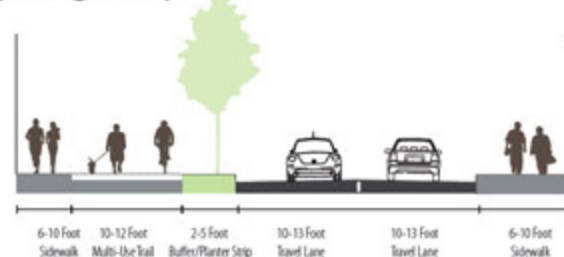
## Proposed Segment 1 Cross-sections

### Typical Section of NW 54th St

#### Existing conditions (facing west)

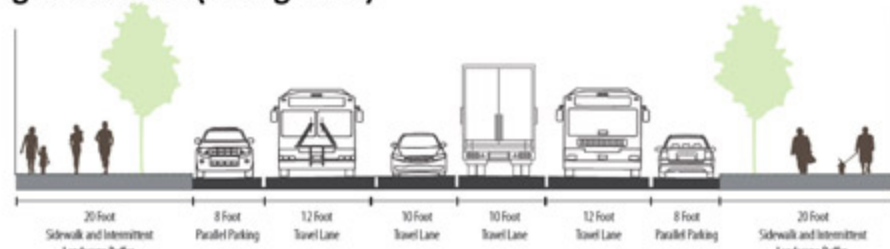


#### Updated corridor design (facing west)



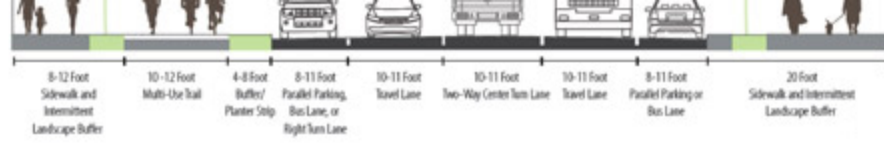
### Typical Section NW Market St

#### Existing Conditions (facing west)



#### Updated corridor design (facing west)



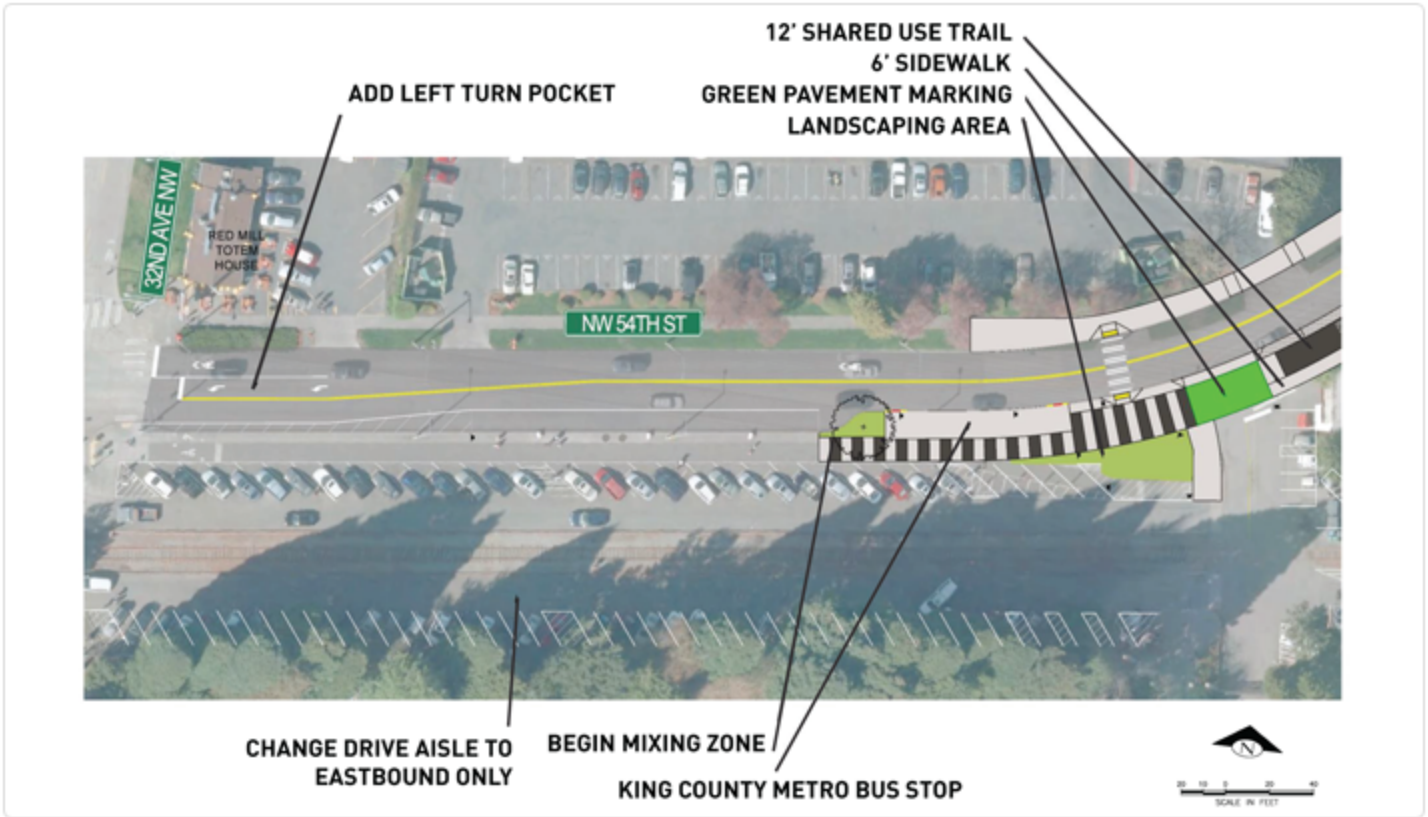


# Segment 1: NW 54th St / NW Market St

## Key design features for the overall segment

- Connect the Missing Link to the existing Burke-Gilman Trail at the Ballard Locks
- Rechannelize Market St from 4 travel lanes to 3 to improve safety and provide dedicated space for the trail
- Improve pedestrian crosswalks and sidewalks
- Enhance bicycle connections to existing and proposed greenways and bike lanes
- Incorporate pavement treatments to highlight key high-traffic areas where pedestrians and bicycles mix
- Integrate the Missing Link with the new Nordic Heritage Museum
- Improve safety by converting 26th Ave NW to a one-way street south of Market St
- Reorient parking facilities at the Ballard Locks to facilitate improved access and additional parking stalls
- Incorporate low-maintenance street trees that consider sightlines and improve corridor aesthetics

## Stop 1: Ballard Locks



Birds eye view of the proposed design at the Ballard Locks

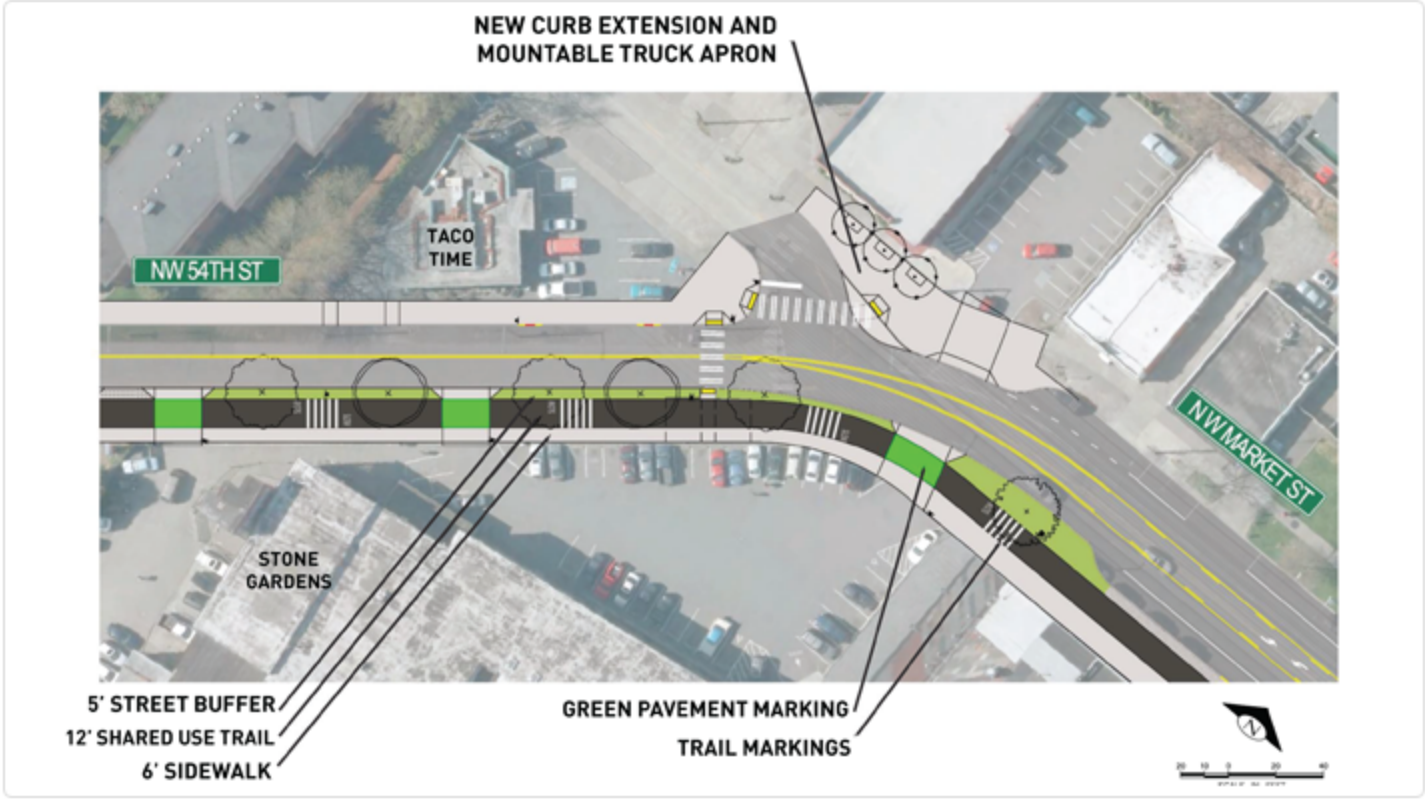
## Key design features

- Relocate left turn pocket from 30th Ave NW to 32nd Ave NW to allow for safer turns at the signalized intersection
- Restripe parking to improve circulation and safety, and provide additional stalls at the Ballard Locks
- Shift adjacent bus stop and create a safer mixing zone for pedestrians and cyclists
- Retain layover parking along NW 54th St for transit and tour buses
- Shift the existing Burke-Gilman Trail to better align with the Missing Link
- Reconfigure parking at the Lockspot Café to provide better circulation and additional stalls

Key benefits	Benefits by user
1. Parking reconfiguration will improve access to the Ballard Locks, reduce conflicts, limit traffic buildups on NW 54th St / NW Market St, and improve vehicle circulation	
2. An improved trail crossing allows for safer interactions between trail users and vehicles entering and exiting the Ballard Locks parking lot and adds parking stalls	
3. Newly added left turn pocket on NW 54th St at 32nd Ave NW allows vehicles to more easily access the Ballard Locks and improves traffic flow in the westbound direction	
4. New pavement design treatments help identify mixing areas where pedestrians and cyclists may coexist	











Stop 2: NW Market St & NW 54th St



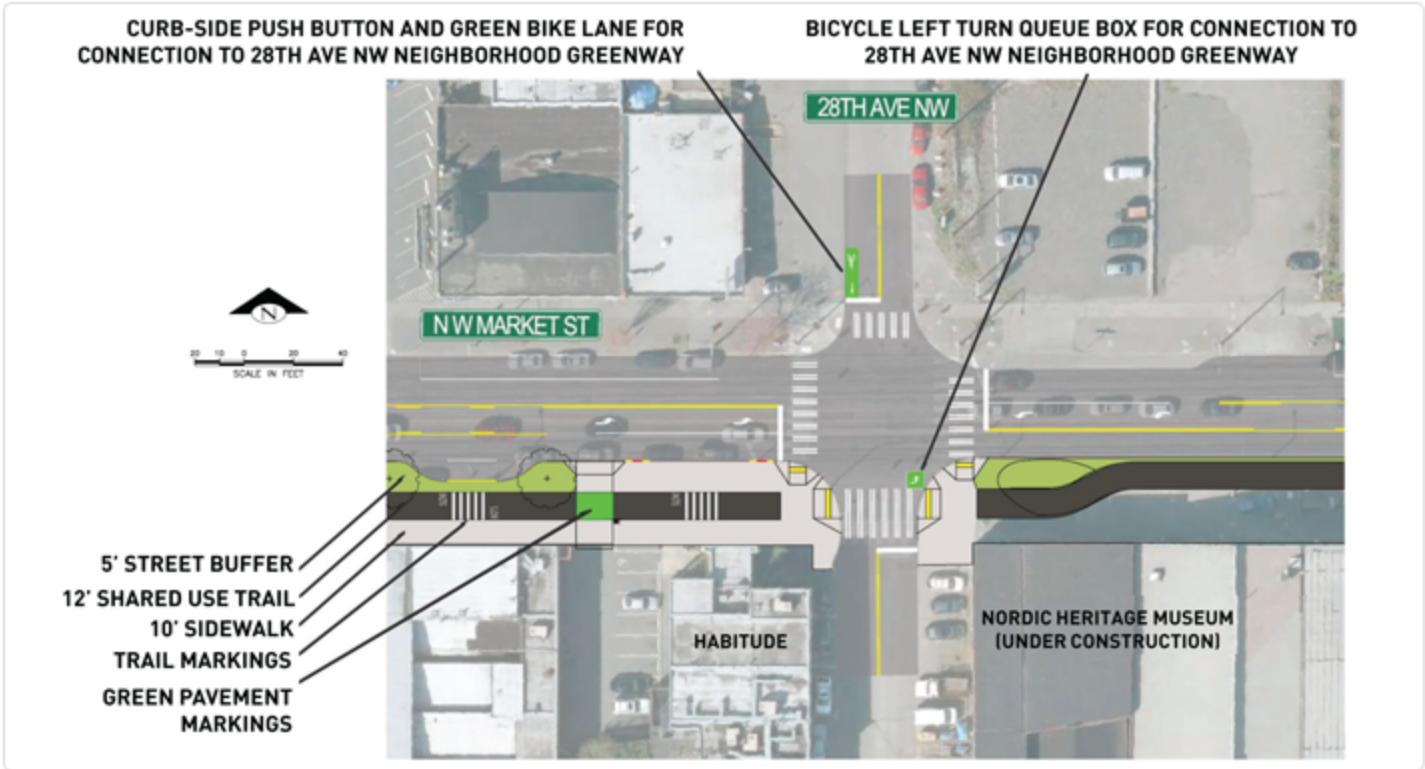
Birds eye view of the proposed design at NW Market St and NW 54th St

Key design features

- Construct a new curb bulb and mountable truck apron on the north side of NW Market St

Key benefits	Benefits by user
1. New curb bulb will improve safety for pedestrians by creating a more intuitive intersection and a shorter pedestrian crossing	  
2. Mountable curb design allows trucks and other large vehicles traveling westbound on NW Market St to turn without entering the oncoming lane	
3. Squared-off intersection helps to reduce the speed of turning vehicles and enhance safety for pedestrians and roadway users	   







Stop 3: NW Market St & 28th Ave NW



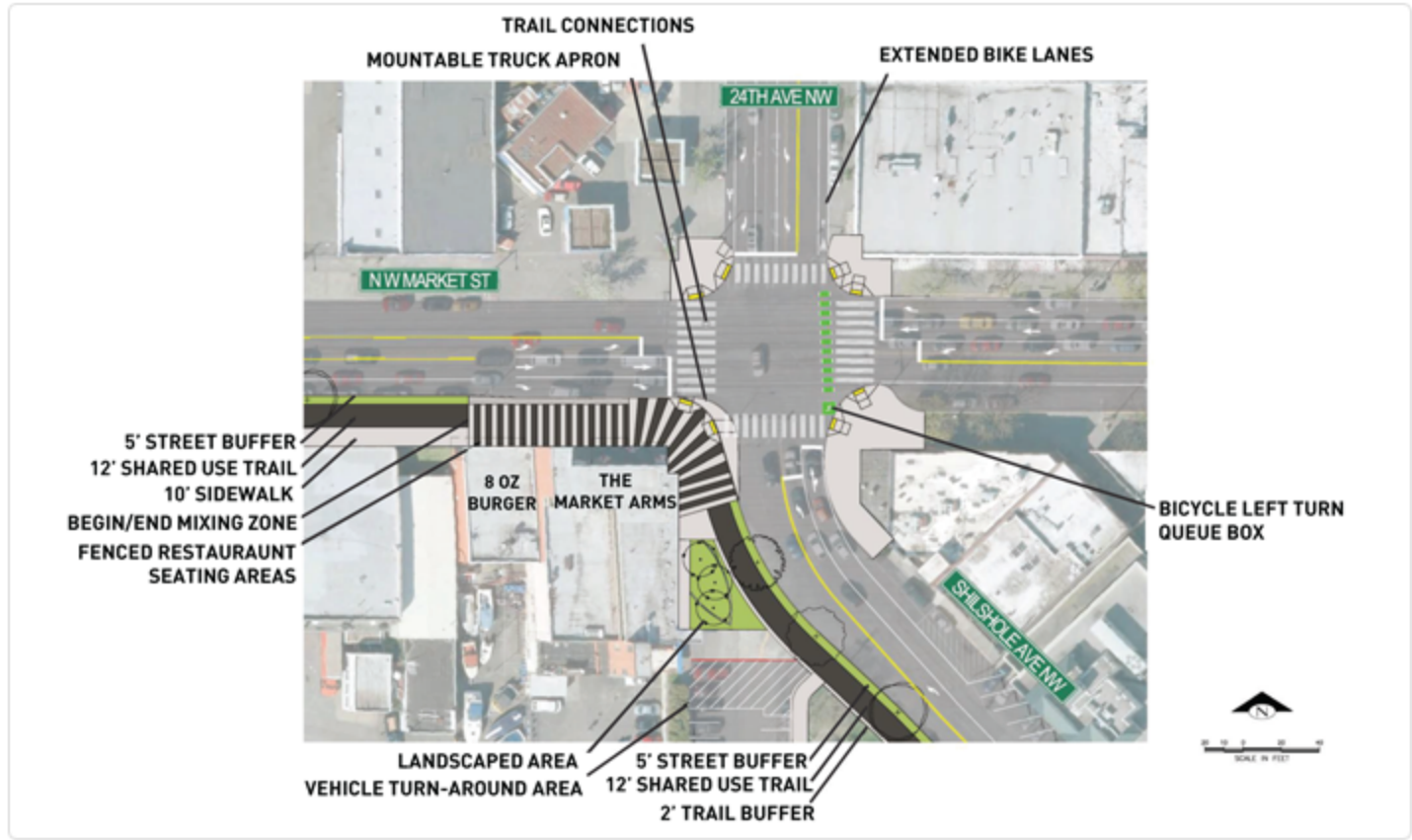
Birds eye view of the proposed design at NW Market St and 28th Ave NW

Key design features

- Rechanelize NW Market St from 4 travel lanes to 3, including a dedicated center turn lane. Add left turn lanes and left turn phase at existing traffic signal
- Design the Missing Link to integrate with the improvements to the Nordic Heritage Museum
- Relocate the bus stop from the southeast corner of the intersection to the southwest corner
- Incorporate bike boxes and bike crossings to connect the trail with the existing Neighborhood Greenway on NW 58th St

Key benefits	Benefits by user
1. Rechanelization of NW Market St, added center turn lanes, and signal enhancements will help to improve safety and traffic flow	  
2. Improved crossings on NW Market St enhance safety for cyclists and pedestrians connecting to the NW 58th St Neighborhood Greenway	  

















Stop 4: NW Market St & 24th Ave NW



Birds eye view of the proposed design at NW Market St and 24th Ave NW

Key design features

- Rechannelize NW Market St and incorporate a center lane for left turning vehicles
- Reduce northeast curb bulb and realign NW Market St to minimize lane offset
- Construct a mountable curb on the southwest corner to accommodate truck turning movements
- Construct landscape terrace near 24th Ave NW and NW Market St intersection
- Reconfigure lanes at the intersection to reduce delays and provide access to bike lanes
- Extend bike lanes on 24th Ave NW to NW Market St and incorporate bike crossings to connect bike lanes with the Missing Link
- Incorporate pavement treatments at the southwest corner of the intersection to create a safe mixing zone for pedestrians and cyclists
- Reconfigure sidewalk seating at 8oz Burger & Co. and Market Arms, providing more sidewalk space for pedestrians and trail users

Key benefits	Benefits by user
1. Improved mixing zone treatments create a safer interactions between pedestrians and trail users at this busy intersection	  
2. Sidewalk seating at nearby restaurants will be maintained, but set back, to better integrate with the sidewalk and trail users	  
3. Rechannelization of NW Market St creates a safer condition for all users	    
4. Mountable curb ensures that trucks traveling eastbound on NW Market St and turning right onto Shilshole Ave NW do not have to turn into oncoming lanes	  
5. Improved crossings for bikes on NW Market St enhance safety for cyclists connecting to NW 24th St bicycle lanes	 

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## Segment 2

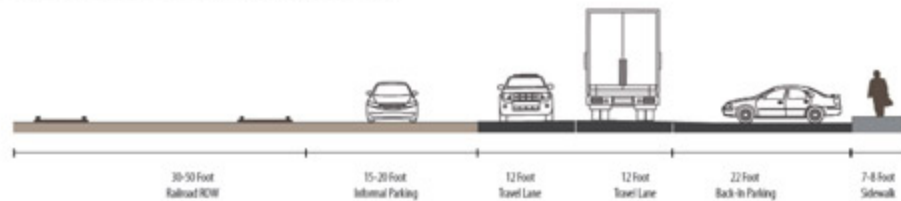


Graphic map of segment 2 on the preferred alignment

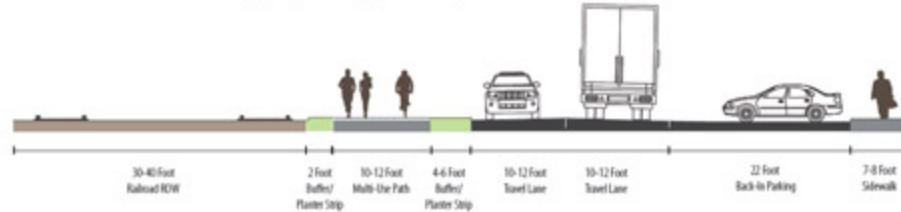
## Proposed Segment 2 Cross-section

## Typical Section Shilshole Ave NW

## Existing Conditions (facing west)



## Updated corridor design (facing west)



## Segment 2: Shilshole Ave NW

## Key design features for the overall segment

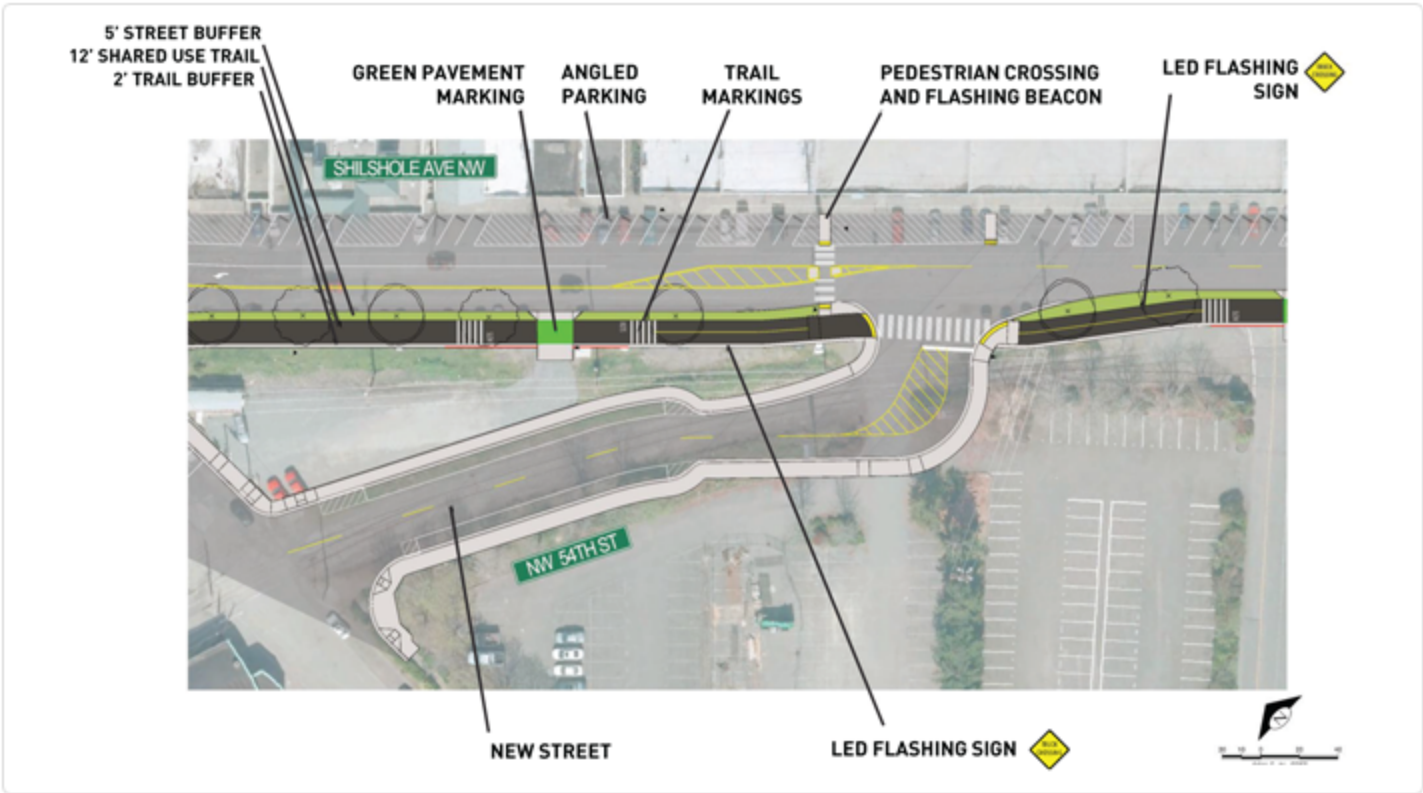
- Pave a portion of NW 54th St and convert 24th Ave NW to a dead end to improve freight access, provide additional parking, and improve safety for trail users
- Install new traffic signals and rapid flash beacons along Shilshole Ave NW
- Add or extend turn pockets at key locations along Shilshole Ave NW
- Improve stormwater infrastructure to manage street and trail runoff to reduce impacts to adjacent private property and businesses
- Incorporate low-maintenance street trees that consider sightlines and improve corridor aesthetics
- Enhance connectivity to existing Neighborhood Greenways and bike lanes
- Enhance driveways along Shilshole Ave NW to improve predictability of entrance and exit points to and from



and from adjacent businesses for vehicles and trail users

- Install LED signage along the trail at key crossings to warn trail users of exiting vehicles
- Reconfigure parking orientation to maximize parking spaces on the north side of Shilshole Ave NW
- Relocate and improve trail/railroad crossing to enhance safety for cyclists traveling along the trail
- Coordinate with Seattle Public Utilities on upcoming construction of the Ballard Ship Canal Water Quality Project

Stop 5: New intersection at Shilshole Ave NW & NW 54th St



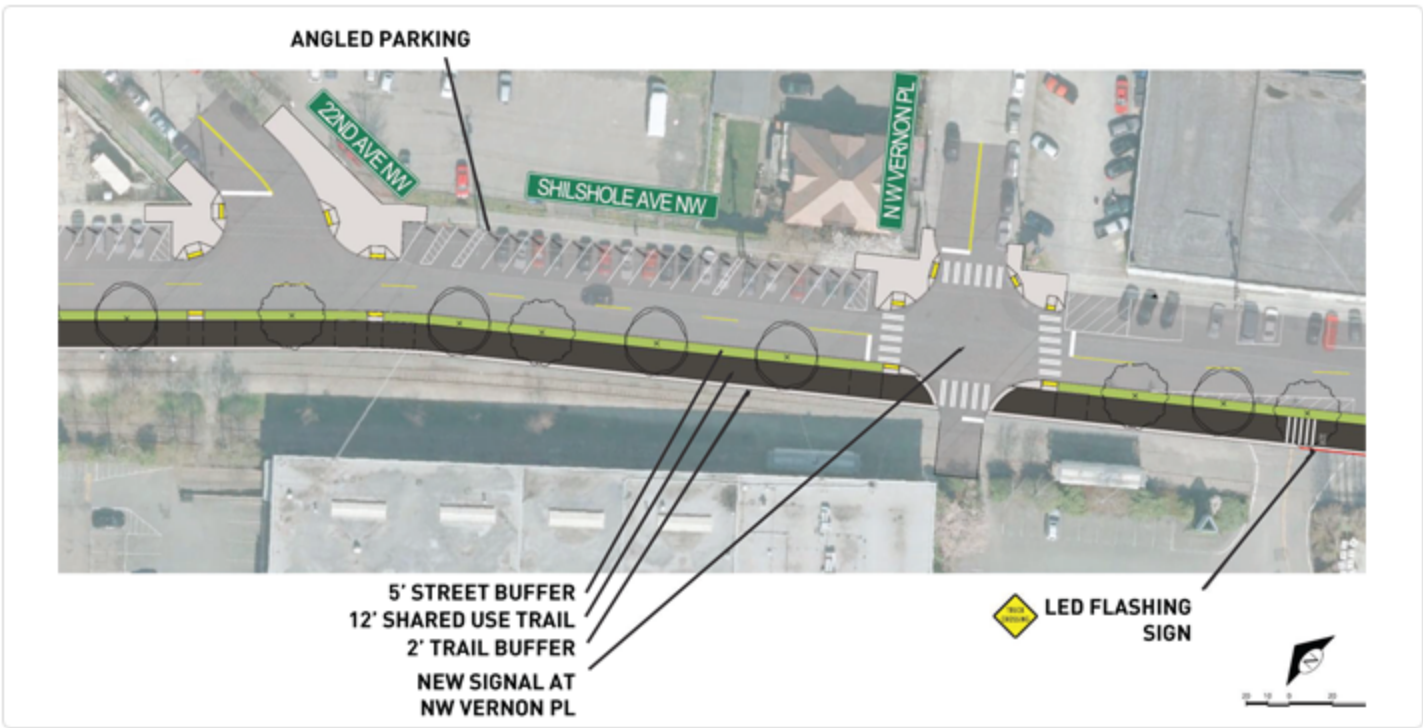
Birds eye view of the proposed design of a new intersection at Shilshole Ave NW and NW 54th St

Key design features

- Extend NW 54th St between 24th Ave NW and Shilshole Ave NW, and reconfigure the intersection of NW 54th Stand Shilshole Ave NW
- Add parking spaces along the new NW 54th Extension
- Revise 24th Ave NW to a dead-end street and add perpendicular parking stalls
- Add crosswalk and rapid flashing beacons on Shilshole Ave NW
- Integrate nearby streets to work with Seattle Public Utilities’ future pump station

Key benefits	Benefits by user
1. New Shilshole Ave NW and NW 54th St intersection design improves roadway capacity, adds parking, and creates a more predictable trail crossing for pedestrians, cyclists, and vehicles	
2. Redesign of 24th Ave NW into a dead-end street improves safety for roadway and trail users	
3. Back-in angle parking on the northside of Shilshole Ave NW creates a safer movement for drivers and maximizes parking area	

Stop 6: Shilshole Ave NW, 22nd Ave NW, & NW Vernon Pl



Birds eye view of the proposed design at Shilshole Ave NW, 22nd Ave NW and NW Vernon Pl

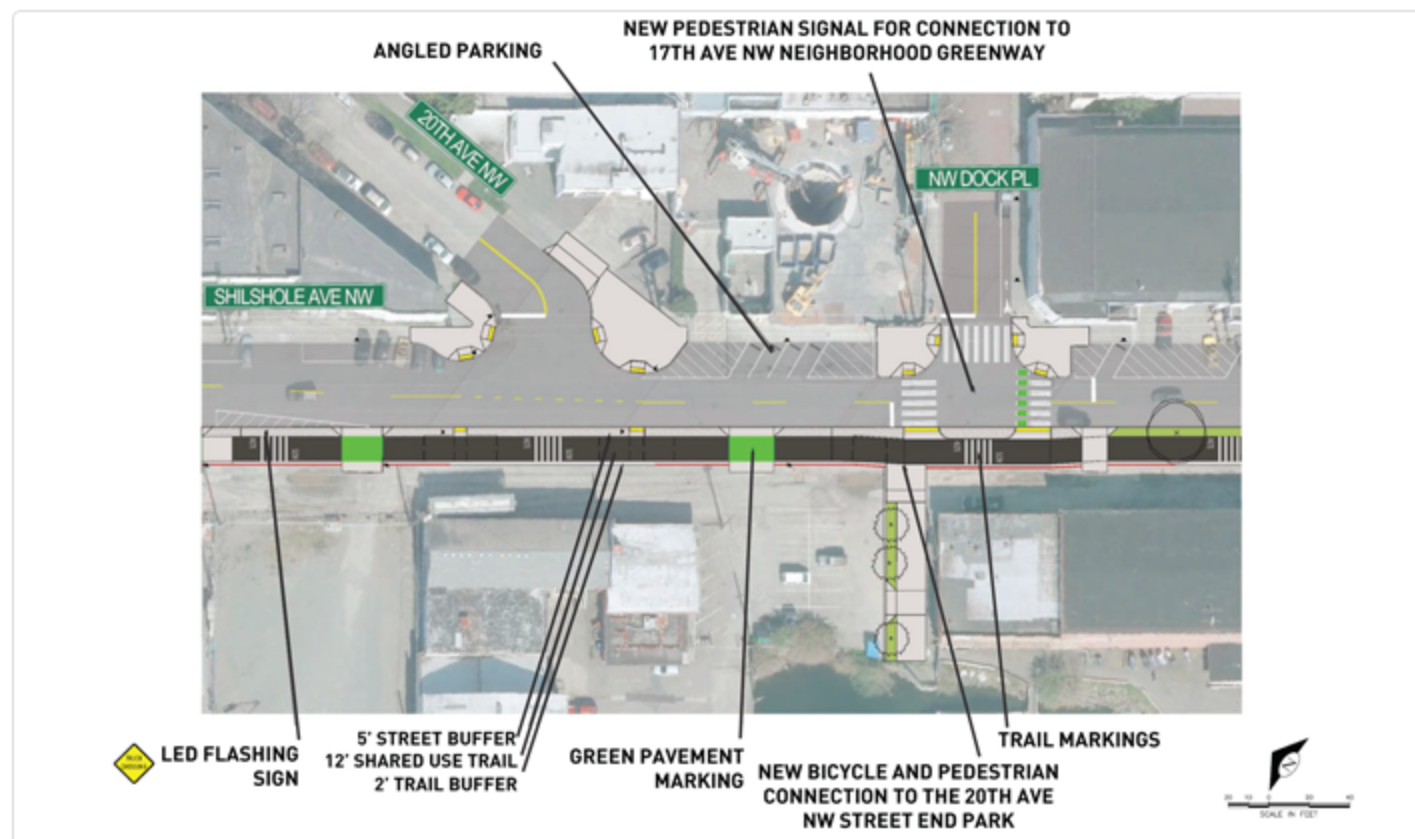
Key design features

## Key design features

- Integrate a new traffic signal at the intersection of Shilshole Ave NW at NW Vernon Pl
- Add crosswalks and ADA-accessible ramps at NW Vernon Pl
- Install motion activated LED warning signage at key, high-volume crossings along the trail
- Reconfigure parking along the north side of Shilshole Ave NW

Key benefits	Benefits by user
1. New signal, crosswalks, and enhanced curbs create a safer crossing experience for pedestrians, cyclists, vehicles, and trucks	
2. Motion activated trail signs improve safety and increase the predictability of trail crossings at key driveways by alerting trail users to the presence of trucks and other vehicles	
3. Back-in angle parking along Shilshole Ave NW improves safety and maximizes space for vehicles along the north side of the corridor	
4. Enhanced crosswalks and curbs provide safer connections for pedestrians crossing Shilshole Ave NW	

## Stop 7: Shilshole Ave NW, 20th Ave NW, & NW Dock Pl



Birds eye view of the proposed design at Shilshole Ave NW, 20th Ave NW and NW Dock Pl

## Key design features

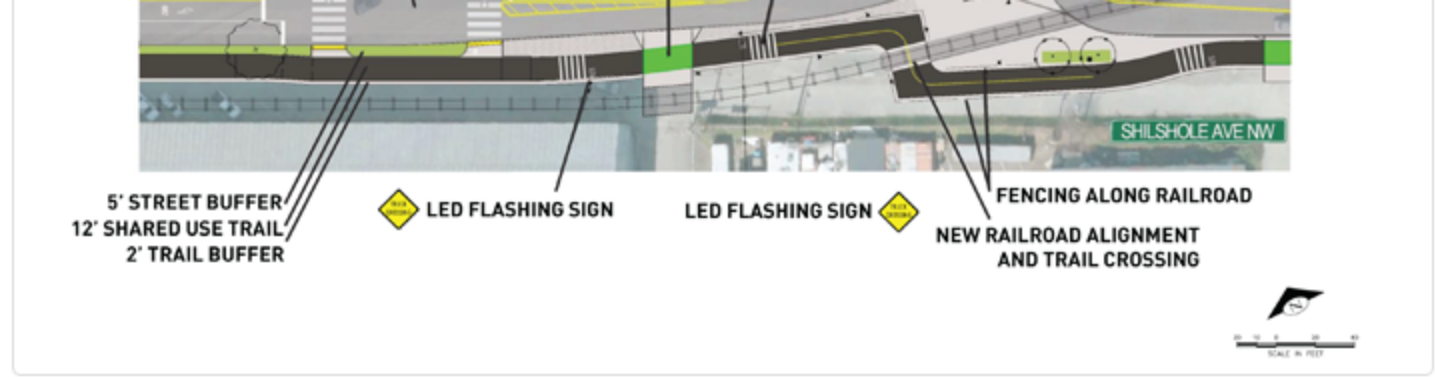
- Install new half-signal and crosswalks to improve pedestrian and bike crossings at NW Dock Pl
- Extend sidewalk and landscaping to enhance conveyance 20th Ave NW street end park
- Install motion-activated LED warning signage at key, high-volume crossings along the trail
- Reconfigure parking along the north side of Shilshole Ave NW
- Connect Seattle Public Utilities conveyance pipe to the King County siphon

Key benefits	Benefits by user
1. New half-signal, crosswalks, and enhanced curbs provide safer connections for pedestrians and cyclists	
2. New sidewalk extension connects 20th Ave NW street-end park and provides a place of rest for pedestrians and trail users	
3. Motion activated LED trail signs improve safety and increase the predictability of trail crossings at key driveways by alerting trail users to the presence of trucks and other vehicles	
4. Back-in angle parking along Shilshole Ave NW improves safety and maximizes space for vehicles along the north side of the corridor	

## Stop 8: Shilshole Ave NW, 17th Ave NW, & 46th Ave NW




















Birds eye view of the proposed design at Shilshole Ave NW, 17th Ave NW and 46th Ave NW

Key design features

- Add a new traffic signal at 17th Ave NW
- Incorporate a new left turn pocket for trucks and cars traveling eastbound on Shilshole Ave NW
- Adjust lanes on Shilshole and 17th Ave NW to accommodate truck movements
- Create a new, safer crossing for the trail and the railroad by widening the trail, providing a perpendicular crossing, incorporating a centerline on the trail, and adding pedestrian lighting and signage

Key benefits	Benefits by user
1. New left turn lane on Shilshole Ave NW improves traffic flow by accommodating eastbound vehicles turning left onto 17th Ave NW	    
2. New signal, crosswalks, and enhanced curb creates a safer crossing experience for all users	  
3. Reconfigured lanes on 17th Ave NW help to facilitate southbound truck traffic turning right onto Shilshole Ave NW	  
4. Redesigned perpendicular crossing for the trail and the railroad enhances safety for cyclists	 

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## Segment 3

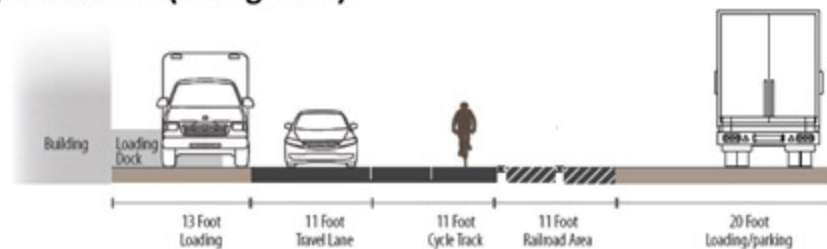


Graphic map of segment 3 on the preferred alignment

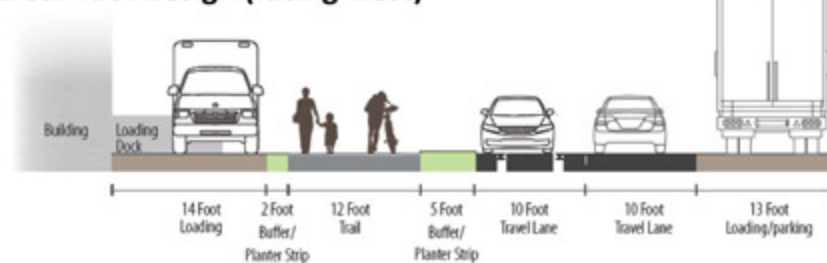
## Proposed Segment 3 Cross-section

### Typical Section NW 45th St

#### Existing Conditions (facing west)



#### Updated corridor design (facing west)

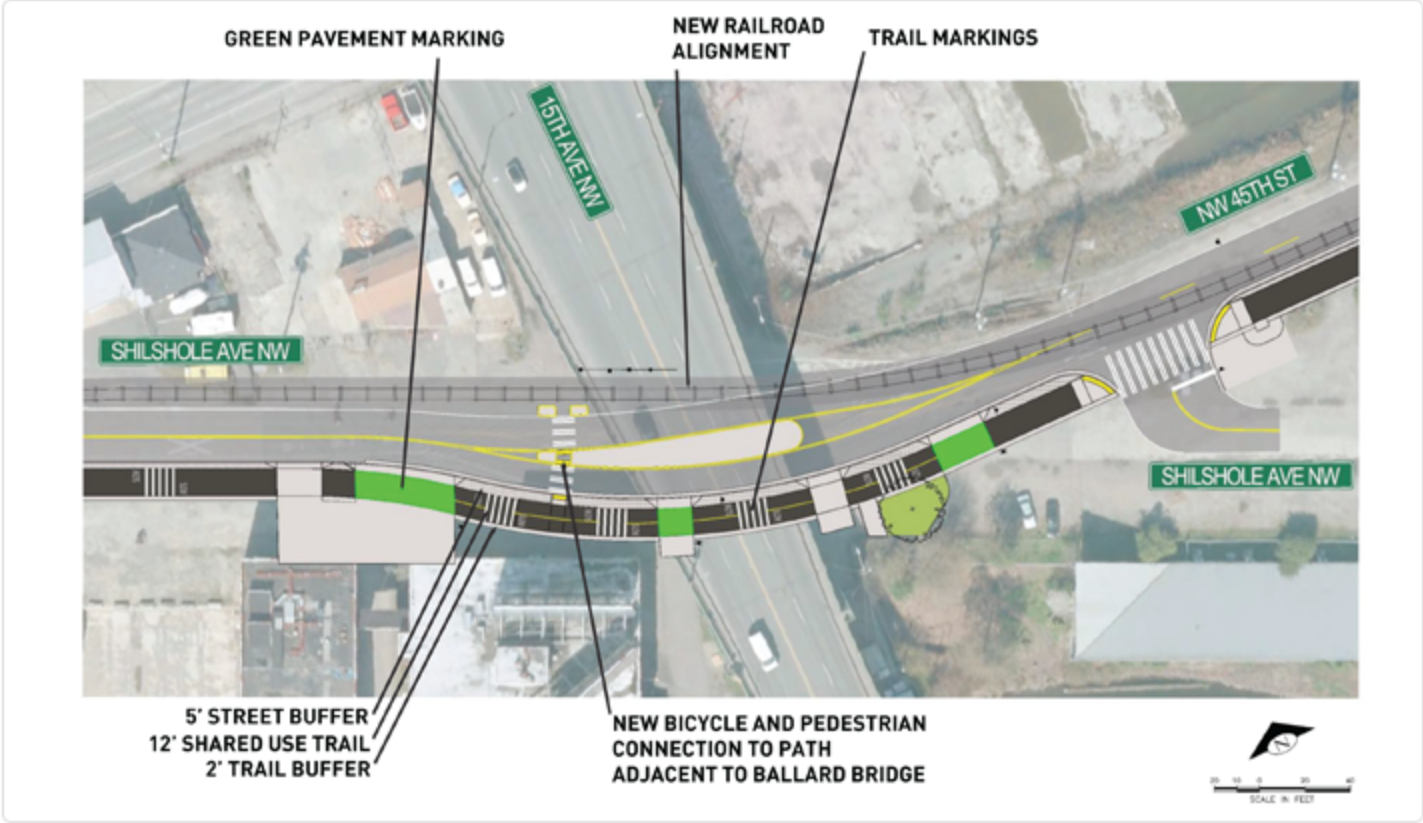


## Segment 3: NW 45th St

### Key design features for the overall segment

- Restore NW 45th St to two-way traffic
- Relocate railroad crossing to enhance safety for cyclists traveling along the trail
- Improve connectivity to the existing Burke-Gilman Trail at the Ballard Fred Meyer to enhance safety for cyclists, pedestrians, and vehicles
- Remove diagonal street/trail crossing at NW 45th St and 11th Ave NW to enhance safety for trail users
- Incorporate low-maintenance street trees that consider sightlines and improve corridor aesthetics
- Maintain 4-way stop at NW 45th St and 11th Ave NW





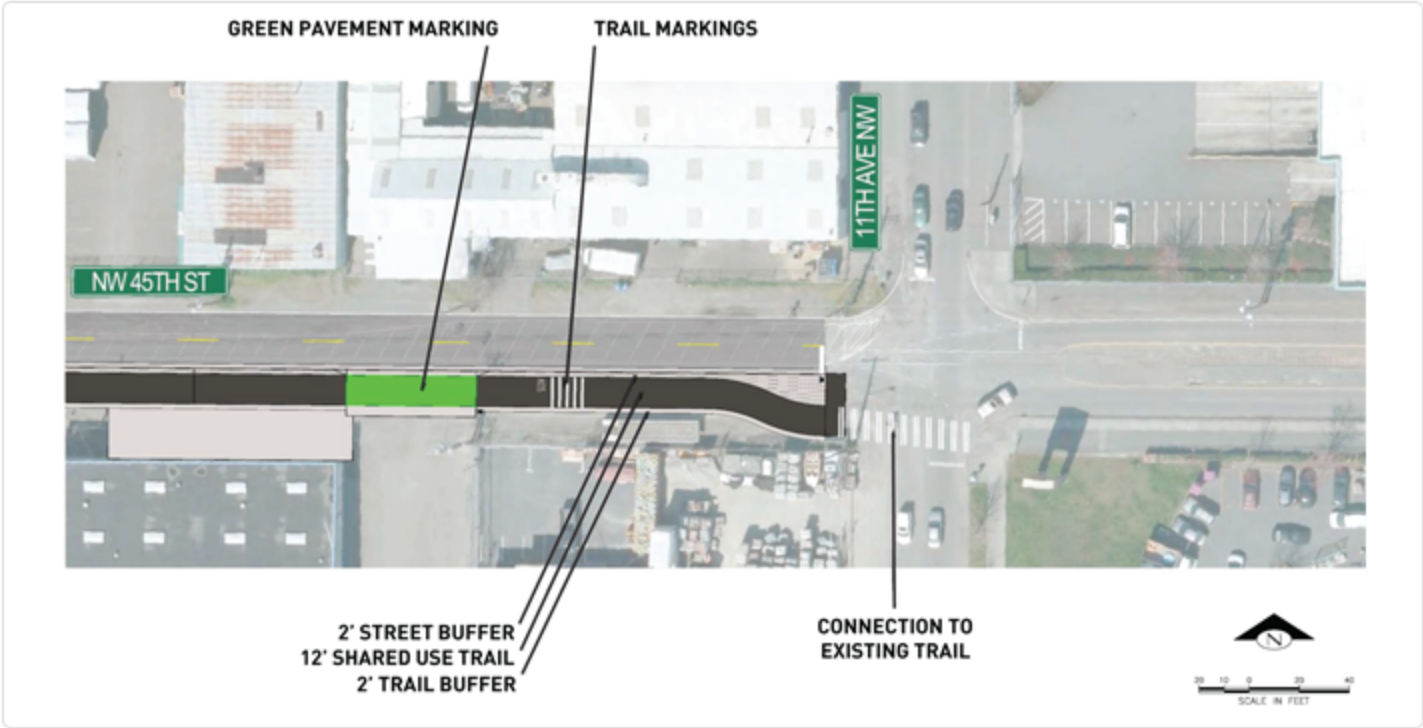
Birds eye view of the proposed design at NW 45th St and the Ballard Bridge

Key design features

- Relocate railroad tracks to the north side of the street and restore two-way traffic
- Connect trail to King County bikeway by adding a new crosswalk and rapid flashing beacons
- Remove two-way cycle track and install multi-use trail facilities south of the roadway
- Install a traffic islands to divide travel lanes, improve traffic flow, and protect bridge columns

Key benefits	Benefits by user
1. Updated trail design removes two-way cycle track and provides multi-use facilities south of the roadway to provide a safer experience for cyclists and pedestrians	
2. New buffer zone clearly separates trucks and other vehicles from trail users and provides enhanced protections for all corridor users	
3. Two-way traffic is restored to provide improved access	

Stop 10: NW 45th St/11th Ave NW



Birds eye view of the proposed design at NW 45th St and 11th Ave NW

Key design features

- Remove two-way cycle track and restore two-way traffic
- Establish a direct connection to the existing Burke-Gilman Trail, which currently stops near the Ballard Fred Meyer
- Maintain all way stop at NW 45th St/11th Ave NW

Key benefits	Benefits by user
1. Two-way traffic is restored to provide improved access	
2. Two-way cycle track and diagonal connection at NW 45th St and 11th Ave NW are removed to create a more predictable path and improve safety	
3. Future improvements east of 11th Ave NW may be incorporated by Seattle Public Utilities as part of additional project work in the area	

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## Safety 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.

Expand the boxes below to learn more about benefits by user

<b>Safety (overall)</b>	<b>+</b>
<b>Pedestrians</b>	<b>+</b>
<b>Trucks</b>	<b>+</b>
<b>Cars</b>	<b>+</b>
<b>Bikes</b>	<b>+</b>



Driveway marker on Shilshole Ave NW



Trucks and automobiles on Shilshole Ave NW

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# Feedback

Now that you've learned about the Missing Link corridor design, 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 pages are retained below for you to reference as you provide your feedback.

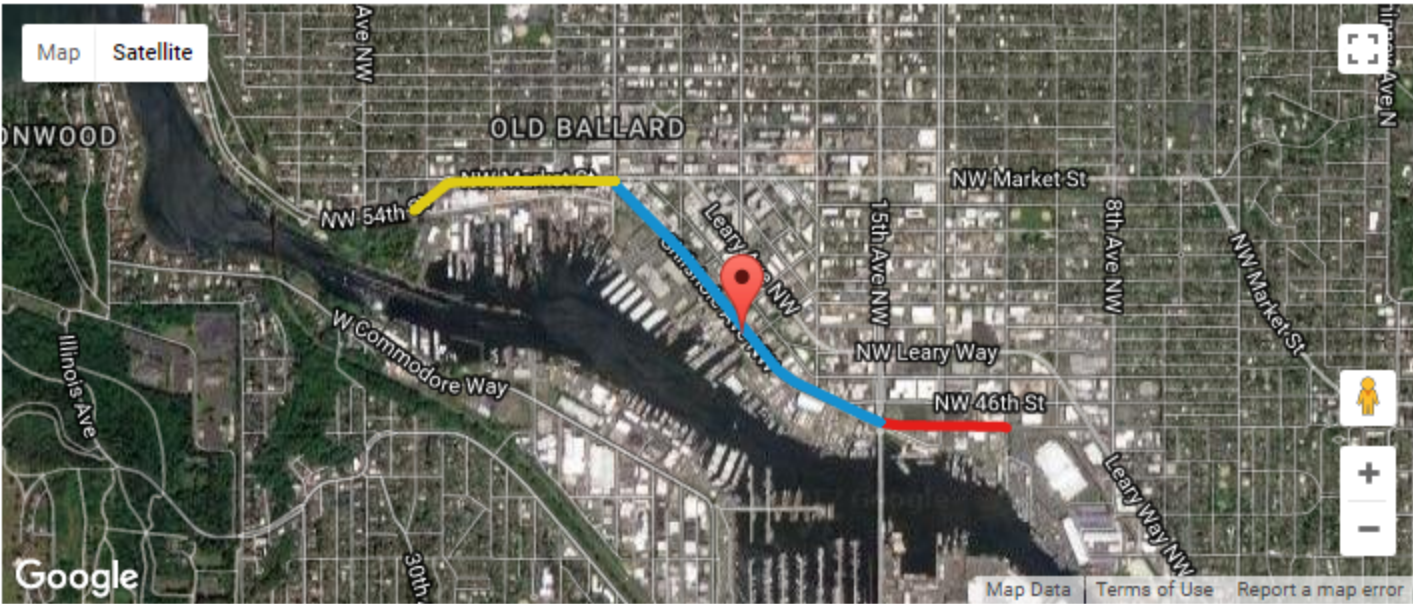
As you're preparing your comments, think about specific locations along the preferred alignment.

- 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?



Cyclists navigate 24th Ave NW southbound onto Shilshole Ave NW

**i** If your comment is specific to a location please use the map to indicate this location. If you would like to submit additional location specific comments, this page will reload and autopopulate your contact information after you submit.



Latitude

Longitude

Comment

Comment

Required

**i** Your information has been saved in case you would like to submit an additional comment.

First name

Last name

Email

ZIP code

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

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

Other

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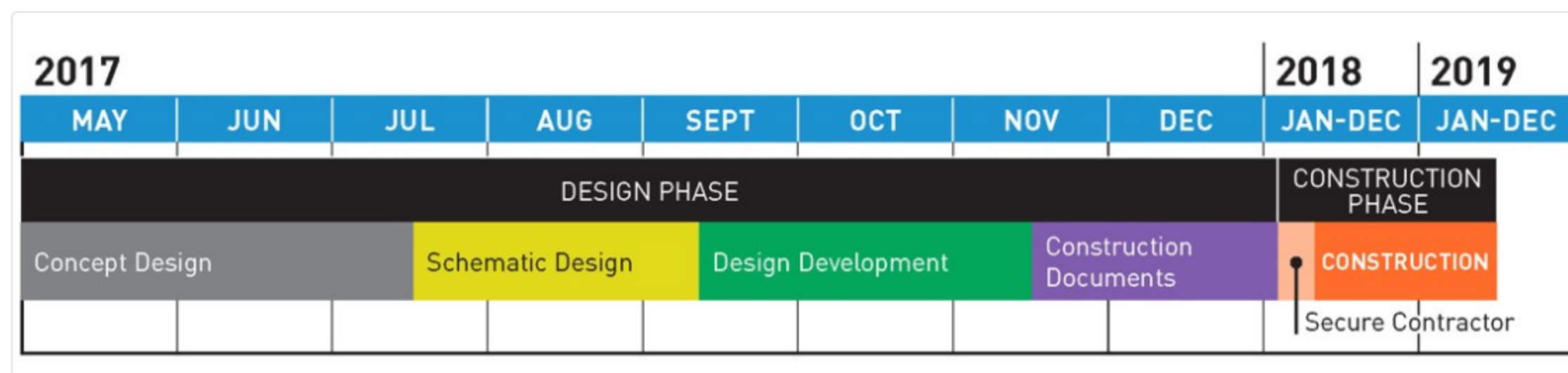
## Next steps

### What happens next?

- SDOT, the project design team, and the project Design Advisory Committee will use the input that you provided to update the design.
- SDOT will conduct additional outreach to the community in early 2018 to provide a design update and information about upcoming construction.
- The project's Design Advisory Committee will continue to meet with SDOT and project design staff to provide 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:



Unregulated parking on the southside of Shilshole Ave NW



Missing Link Project design and construction timeline

### Take notes as you go

Use this field to jot notes for yourself as you move through the online open house. Your notes on each page will transfer to the comment form.

Take notes here.

### 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)

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