

**Letter No. 129**

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**From:** andrea.dahlke@gmail.com  
**Sent:** Wednesday, July 20, 2016 1:07 PM  
**To:** BGT\_MissingLink\_Info  
**Cc:** Andrea Dahlke  
**Subject:** Burke-Gilman missing link

129 - 001 Thank you for your comment.

Dear Director Kubly,

I support completion of the Missing Link of the Burke-Gilman Trail in Ballard. I had a serious accident in Themis section of trail in April that resulted in surgery for a broken wrist. We must do something to prevent others from getting hurt in this dangerous section of the trail.

I have reviews the alternatives and prefer the shilshole south alternative, although I think what is most important at this point is action (whatever route is chosen).

Sincerely,

Andrea Dahlke  
Cyclist and Seattle resident  
2046 Minor Ave E  
Seattle, WA 98102  
206.422.1685

Sent from my iPhone

129-001

**Letter No. 130**

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**From:** Andrius Simutis <SeattleDVD@Comcast.net>  
**Sent:** Tuesday, June 28, 2016 5:07 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT missing link Shilshole South or bust!

130 - 001 Thank you for your comment.

130-001 | Shilshole South is the only legitimate option. Just build it already please!

**Letter No. 131**

**From:** Anitra Ingalls <oceaningalls@gmail.com>  
**Sent:** Thursday, July 21, 2016 3:25 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** A vote for Shilshole South Alternative

- 131 - 001 Thank you for your comment.
- 131 - 002 Your comments are noted.
- 131 - 003 Your comments are noted.

131-001 | I am writing to express my support for the Shilshole South Alternative to complete the missing link.  
 131-002 | I have been an off and on bike commuter along this corridor for 12 years. I spent 8 years in my car instead of on my bike for my commute to the UDistrict after having a child and considering the missing link too dangerous to navigate with a child in tow on my bike. It is also too dangerous for a young child to bike independently. My son is now old enough to bike with me to school, but we only attempt this by riding on the sidewalk through the missing link.  
 131-003 | This problem cuts Ballard off from all bicycle traffic, both commuters and recreation. Most people do not come to or leave Ballard on their bike because of the missing link. It needs to be completed and it needs to be complete with a future Seattle/Ballard with more traffic and air pollution in mind. Bicycles are an important green solutions for transportation. With Leary and Market Street inevitably growing their populations, it does not make sense to attempt to locate a safe and accessible bike path here.

131-003 | The Shilshole south solution is the solution that will be widely used by all cyclists because it:  
 1) is most direct (shortest)  
 2) requires cyclists to cross the fewest streets  
 3) eliminates the need for bikes/cars/buses to intermingle on a major artery (Market Street and Leary Way)  
 4) is most in keeping with the quality and nature of the other sections of the Burke Gilman Trail providing a continuity for riders of all types.

Shilshole South is the only solution for the Missing Link! This would be an amazing accomplishment!

Anitra

Anitra Ingalls  
 oceaningalls@gmail.com

**Letter No. 132**

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**From:** Anthony Castanza <acastanza@gmail.com>  
**Sent:** Thursday, July 07, 2016 7:51 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Ballard Missing Link

132 - 001 Thank you for your comment.

132-001

To whom it may concern,

I'd just like to voice my support for the (hopeful) selection of the Shilshole south route.

Anthony S. Castanza  
PhD Student  
Department of Pathology  
University of Washington  
Bargaining Committee, UAW4121

**Letter No. 133**

**From:** Arthur Valla <artvalla@gmail.com>  
**Sent:** Tuesday, June 21, 2016 9:26 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Ballard missing link BGT

- 133 - 001 Thank you for your comment.
- 133 - 002 Your comments are noted.
- 133 - 003 Your comments are noted.

Hello,

When a person uses the BG trail for either bicycle or walking, the common attitude is that it is a park.

When you take your family to the park or for a ride on a trail, their is an EXPECTATION of safety.

And bicycle riders, in particular, are less than aware of their surroundings and prone to do stupid things.

133-001

I have seen adults taking their young children, either in bike carriers or on their own little bicycles, cutting BEHIND 18 wheel trucks as they are backing into loading docks.

Normally, I would cheer this as a Darwin effect, culling the herd so to speak. But we are talking about expectations of safety and young children.

You really have two choices here. Either route the trail around the heavy industrial area or close those businesses.

In case you have never looked at a map of Seattle, the Ship Canal & Locks are where they are for a reason. They connect Lake Washington and Lake Union to Puget Sound (Salish Sea for you PC people). The businesses in Ballard that support our water-based enterprises need large vehicle access to the Ship Canal. And yes, that includes the evil Ballard Oil.

133-002

HINT: Without Ballard Oil, your little police boats, coast guard cutters, fishing boats and a whole lot of private pleasure boats don't go anywhere. There are no other fuel access points on the lake.

Given that reality, you MUST route the missing link away from the waterfront. Anything else will either be murder or destroying an entire maritime industry.

133-003

Don't let Scott Kubly (the Pronto thief) fool you. The world doesn't travel on a bicycle and routing this trail to a safe location is far more important than a short cut through the industrial area.

Thanks,

Art Valla  
 206-909-4561

**Letter No. 134**

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**From:** barbara orchard <barborchard@hotmail.com>  
**Sent:** Monday, July 25, 2016 9:59 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT Missing Link

134 - 001 Thank you for your comment.

134-001 | I support the South Shilshole Alternative.  
Thanks,  
Barbara Orchard Aragon  
98103

**Letter No. 135**

**From:** Ben Johnson <benjohnson31@gmail.com>  
**Sent:** Monday, July 25, 2016 2:25 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT - Missing Link

Hello!

For what its worth, I am a bike commuter, riding 60-100 miles of Seattle streets each week year round. I feel I can navigate roads and traffic pretty well. While I always feel like the streets are dangerous, I am probably better accustomed than most when riding with traffic.

135-001

Assuming you have a solid plan to pay for the cost and that this plan isn't drastically more expensive than the least expensive option, then

- I think you should choose the "Shilshole South Alternative"
  - If the bike paths (north / south) were able to remain along the canal side of Shilshole ave, I feel like this would be much safer and a better path, and likely be more walk able for pedestrians on their way to the Ballard Locks..

In terms of alternatives proposed...

135-002

- "Shilshole North Alternative": This is he current path I take when I go through Ballard.
  - Having to cross traffic getting onto Shilshole feels dangerous, the speed of car traffic is too fast.
  - The traffic back-up when approaching Market Street is nasty as the shoulder on Shilshole NB is narrow and messy, and also well used for parking .
  - Market west of 24th is also too fast for a leisure trail like BG. I think its irresponsible to dump children riding / walking the trail out on Market Street

135-003

- "Leary Alternative": Market and Leary are similar, it would just feel wrong and too fast for a leisure trail - and kids should stay off both Market and Leary on their bikes.
- "Ballard Ave Alternative" - Having to stop for lights on Market twice is an obnoxious proposition. I would probably just ride up to 57th and get back on Shilshole from there.

135-004

135 - 001 Thank you for your comment.

135 - 002 Your comment is noted.

135 - 003 Your comment is noted.

135 - 004 Your comment is noted.

**Letter No. 136**

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**From:** Bette Pine <bettepine@me.com>  
**Sent:** Sunday, July 17, 2016 10:43 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke-Gilman Missing Link

136 - 001 Thank you for your comment.

Dear Director Kubly:

136-001 | I support completion of the Missing Link of the Burke-Gilman Trail in Ballard. I have reviewed the proposed alternatives, and I prefer the Shilshole South Alternative.



**Letter No. 137**

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**From:** William Cortes <wcortes@btinternet.com>  
**Sent:** Tuesday, July 12, 2016 7:53 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke-Gil missing link

137 - 001 Thank you for your comment.

137-001

Definitely my vote is for the Shilshole South alternative. Every other option puts bikes with moving traffic. At least by following the rail line, and with a barrier along most of the route to guide parking and truck traffic to specified crossing points, even if the bikes get stop signs on the trail, this would be a lot safer.

Bill Cortes  
wcortes@btinternet.com

**Letter No. 138**

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**From:** Bill Fortunato <bill.fortunato@hotmail.com>  
**Sent:** Tuesday, June 28, 2016 12:55 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT missing link

138 - 001 Thank you for your comment.

138 - 002 Your comment is noted.

138-001 Thank you for continuing this project. I am looking forward to the completion.  
138-001 I would like see either the Shilshole South plan implemented. It would utilize the one way street set up along NW 45 Street. Also it would keep the bikes separated from Market and needing to go through signalized intersections.  
138-002 The Leary Alternative is the worst. This would bring cyclists through four (4) additional signalized intersections.  
138-002 Thank you.  
Bill Fortunato  
8044 21st avenue NW

**Letter No. 139**

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**From:** Bill McGee <bill-wa@comcast.net>  
**Sent:** Saturday, July 16, 2016 12:28 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Ballard Bike Trail

139 - 001 Thank you for your comment.

Hello --

Please do not route the BG Bike Trail down Ballard Ave. Doing so would ruin the beloved Ballard Sunday Market, make parking even more challenging, adversely impact current and future businesses and leave scores of shoppers/residents to take their considerable dollars elsewhere.

Shilshole or Leary Ave are better choices.

Thank you,

Bill McGee  
Sent from my iPad

139-001

Letter No. 140

140-001

**SDOT**  
 State Department of Transportation

Comment Form  
 BURKE-GILMAN TRAIL MISSING LINK PROJECT  
 Draft Environmental Impact Statement (EIS) Public Hearings:  
 July 14 and 16, 2016

Please share your comments on the Draft EIS. Use back page if needed.

I AM IN FAVOR OF THE  
 RED TRAIL ON LEARY AVENUE  
 THIS ROUTE WILL HAVE LESS  
 IMPACT ON BUSINESS IN THE AREA  
 THAN THE OTHER 2 ROUTES. IT  
 WILL ALSO BE MUCH SAFER FOR  
 THE BIKE RIDERS

Commenter information

Name: LINDA WILLIAMS  
 Address: 9301 - 21<sup>ST</sup> NW  
 Email: LINDAEWILL@HOTMAIL.COM

I agree with the project.

140 - 001 Thank you for your comment.

Letter No. 141

 **Comment Form**  
 BURKE-GILMAN TRAIL MISSING LINK PROJECT  
 Draft Environmental Impact Statement (EIS) Public Hearings:  
 July 14 and 16, 2016

Please share your comments on the Draft EIS. Use back page if needed.

141-001

I am an attorney in Seattle and represent a number of businesses along the proposed Shilshole North and South Alternate bike-path routes. Because of my representation of these businesses, I have spent a lot of time in the location of the proposed Shilshole bike-path route. There is a considerable amount of truck and fork-lift traffic in these areas used to service the needs of these businesses. I am very concerned that bicyclists who would ride on the proposed Shilshole route would face personal injury when attempting to navigate through this traffic. I am also concerned about the liability facing the local businesses if bicycles are allowed to transverse the area. I am an avid road bicyclist and have ridden the Burke-Gilman trail many times. However, I have always avoided taking the trail all the way to Shilshole Bay because of the dangers of riding through the Shilshole Avenue business area. I strongly encourage the City to adopt the Leary Alternative route. Thank you for considering my views.

141-002

Commenter information

Name: Paul L. Anderson 

Address: 17837 1st Avenue South, Normandy Park, WA 98148

Email: p.anderson@boat-law.com


Do you wish to be added to the project's email list? Check box:

Email: [BGT\\_MissingLink\\_Info@seattle.gov](mailto:BGT_MissingLink_Info@seattle.gov)  
 Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

141 - 001 Thank you for your comments.

141 - 002 Your comment is noted.

Letter No. 142



**Comment Form**  
 BURKE-GILMAN TRAIL MISSING LINK PROJECT  
 Draft Environmental Impact Statement (EIS) Public Hearings:  
 July 14 and 16, 2016

Please share your comments on the Draft EIS. Use back page if needed.

142-001 | The main issue that concerns me is safety. And I'm opposed to using Shilshole Ave NW because of these concerns.

142-002 | Also, I'm concerned about the impact it will have on the maritime businesses located along this route. There are more than 2 dozen driveways being utilized by every size vehicle from cement trucks, tanker trucks and every size commercial vehicle. The customer and employee parking that would disappear will also impact the area now that Ballard has implemented a 2 hour parking limits on most of the streets. Just the sheer volume of traffic on Shilshole Ave makes the area unsafe for bicyclists and all pedestrians.

142-003

**Commenter information**

Name: Mike Nichols

Address: 4800 - 20th Ave NW - Ballard

Email: mike@covichwilliams.com

Do you wish to be added to the project's email list? Check box:

Email: [BGT\\_MissingLink\\_Info@seattle.gov](mailto:BGT_MissingLink_Info@seattle.gov)  
 Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

- 142 - 001 Thank you for your comment.
- 142 - 002 Your comments are noted. Please refer to Chapters 7 and 8 of the Final EIS for an updated discussion of transportation volumes and parking loss associated with the proposed alternatives, including the Preferred Alternative.
- 142 - 003 Your comment is noted. Safety is a critical component of this project and the Preferred Alternative best meets the project objectives for a safe, direct, and defined multi-use trail, which will also improve predictability for both people driving and people using the trail. Please refer to Section 1.4.2 for a discussion of design features that can be employed to reduce potential hazards.



Letter No. 143



Comment Form  
BURKE-GILMAN TRAIL MISSING LINK PROJECT  
Draft Environmental Impact Statement (EIS) Public Hearings:  
July 14 and 16, 2016

Please share your comments on the Draft EIS. Use back page if needed.

143-001

I am a truck driver in ballard  
Bikes on shileshole is the  
most dangerous route. I think  
the red trail is the safest  
idea.

Commenter information

Name: Anders Svendsen

Address: \_\_\_\_\_


Email: \_\_\_\_\_

Do you wish to be added to the project's email list? Check box:

Email: BGT\_MissingLink\_Info@seattle.gov  
Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

143 - 001 Thank you for your comment.

Letter No. 144

 **Comment Form**  
 BURKE-GILMAN TRAIL MISSING LINK PROJECT  
 Draft Environmental Impact Statement (EIS) Public Hearings:  
 July 14 and 16, 2016

144 - 001 Thank you for your comment.

Please share your comments on the Draft EIS. Use back page if needed.

144-001

My name is Tim Morgan and I am an employee of Cassch-W. Hill Inc. In regards to bike trail it needs to run down heavy Ave and not down shilshole ave. Shilshole is and has been an Industrial route and is heavily used by large trucks. I have worked ~~at~~ here for 24 years and have watched as this road has become very busy with industrial traffic. If you choose this route it will force businesses out of business, and ~~if~~ you will end up with ~~many~~ bicyclists be hurt or killed by traffic. <sup>many</sup>

Commenter information

Name: Tim Morgan

Address: 1516 NE 140th St

Email: timrwner@hotmail.com

Do you wish to be added to the project's email list? Check box:

Email: BGT\_MissingLink\_Info@seattle.gov  
 Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996



Letter No. 145

**Comment Form**  
 BURKE-GILMAN TRAIL MISSING LINK PROJECT  
 Draft Environmental Impact Statement (EIS) Public Hearings:  
 July 14 and 16, 2016

Please share your comments on the Draft EIS. Use back page if needed.

145-001

A trail along Skilshole or BALLARD Ave would further congest a already busy area. I work on Ballard Ave and constantly have shipping trucks coming in + out. The traffic can be very unpleasant now. I don't want to see what construction + a new bike trail would do. Put it on Leary!

Commenter information

Name: Josh Drenth

Address: 5109 BALLARD AVE


Email: \_\_\_\_\_

Do you wish to be added to the project's email list? Check box:

Email: [BGT\\_MissingLink\\_Info@seattle.gov](mailto:BGT_MissingLink_Info@seattle.gov)  
 Mail: Scott Kuby, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

145 - 001 Thank you for your comment.

Letter No. 146



**Comment Form**  
BURKE-GILMAN TRAIL MISSING LINK PROJECT  
Draft Environmental Impact Statement (EIS) Public Hearings:  
July 14 and 16, 2016

Please share your comments on the Draft EIS. Use back page if needed.

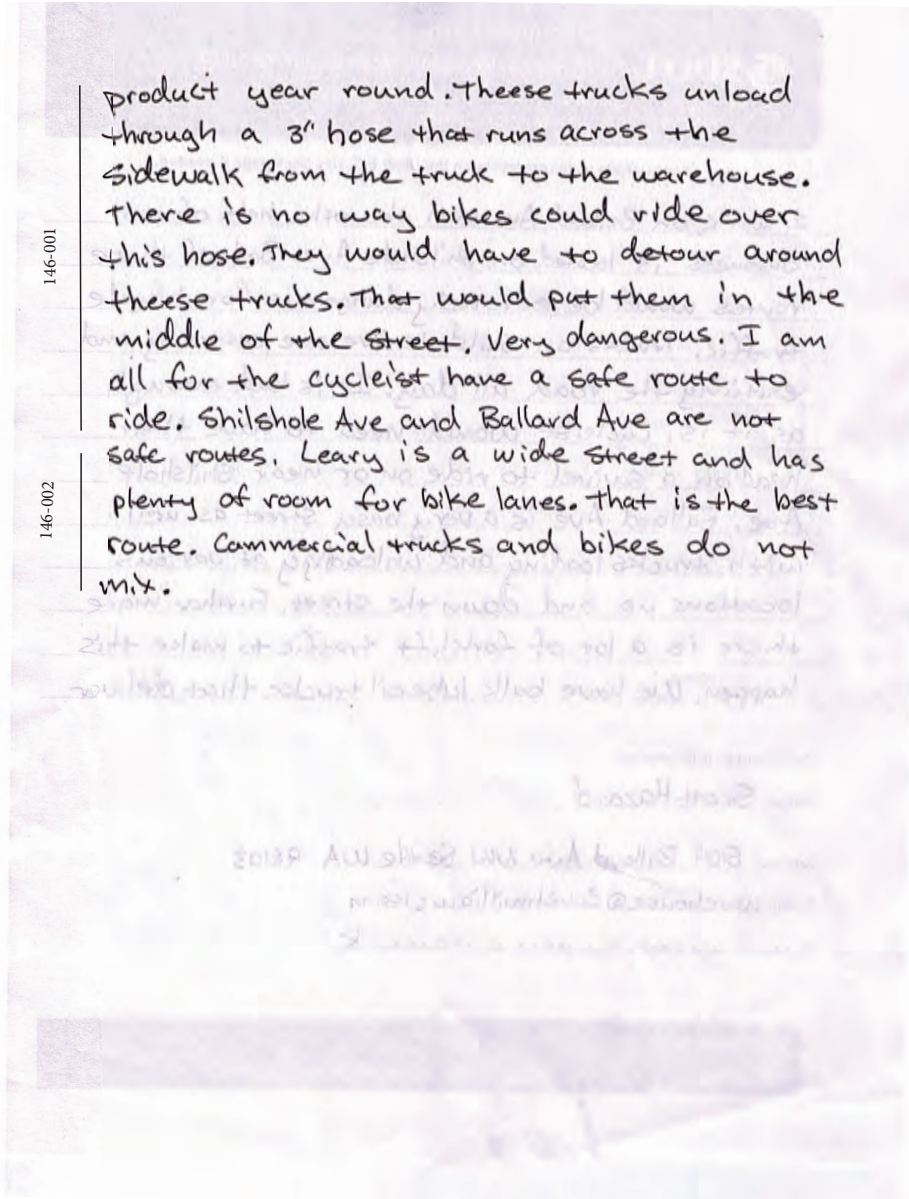
I work on Ballard Ave and the other half of our business is located on Shilshole Ave. Both of these routes would be extremely dangerous for bicycle traffic. Trucks on Shilshole Ave are entering and exiting the road all day. It is bad enough as it is. Cyclists would need to have their head on a swivel to ride on or near Shilshole Ave. Ballard Ave is a very busy street as well with trucks loading and unloading at various locations up and down the street. Further more there is a lot of forklift traffic to make this happen. We have bulk lube oil trucks that deliver

**Commenter information**  
Name: Scott Hazard  
Address: 5109 Ballard Ave NW Seattle WA 98103  
Email: warehouse@cowhwilliams.com  
Do you wish to be added to the project's email list? Check box:

Email: BGT\_MissingLink\_Info@seattle.gov  
Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

146-001

146 - 001 Thank you for your comments.



146 - 002 Your comment is noted.



Letter No. 147

**Comment Form**  
 BURKE-GILMAN TRAIL MISSING LINK PROJECT  
 Draft Environmental Impact Statement (DEIS) Public Hearings  
 July 14 and 16, 2014

Please share your comments on the Draft EIS. Use back page if needed.

147-001  
 AFTER STUDYING THE GRAPHIC OF PROPOSED BIKE LANES I'M SOMEWHAT PERPLEXED THERE IS EVEN AN ISSUE TO ADDRESS, BALLARD AVE. IS A NON STARTER FROM THE WORD GO. THE CHOICE BETWEEN SHILSHOLE AVE. AND LEARY WAY LEAVES VERY LITTLE ROOM IF ANY FOR DEBATE. A FRIEND OF MINE HAS WORKED ON SHILSHOLE AVE. FOR 45 YEARS SO I AM FAMILIAR WITH THE GROWTH OF THE AREA. I'VE LIVED IN BALLARD OR CLOSE BY ALL MY LIFE AND HAVE WITNESSED ITS GROWTH FIRST HAND. SHILSHOLE AVE. IS A TWO LANE STREET. CARS ARE CONSTANTLY MAKING TURNS AND HOLDING UP TRAFFIC IN BOTH DIRECTIONS ALL DAY LONG. THE BUSINESSES THAT COMPRISE SHILSHOLE EMPLOY TANKER TRUCKS, CEMENT TRUCKS, DUMP

**Commenter Information**  
 Name: MARK BARTH  
 Address: 15703 WALLINGFORD AVE N, SHORELINE  
 Email: mbarth50@comcast.net  
 Do you wish to be added to the project's email list? Check box:

Email: BGT\_MissingLink\_info@state.wa.gov  
 Mail: Scott Kubly, 9001 Director PO Box 34094, Seattle, WA 98164-0974

147 - 001 Thank you for your comment.

147-001

DUMP TRUCKS, FORKLIFTS, BUSINESS TRUCKS, VANS AND PERSONAL EMPLOYEE VEHICLES WHICH ARE CONSTANTLY ENTERING AND EXITING THEIR RESPECTIVE BUSINESSES. EVEN MORE PUZZLING IS WHERE SOMEONE THINKS A BIKE LANE COULD BE CREATED.

147-002

THE ONLY SIDE OF THE STREET THAT HAS ANY POSSIBILITY IS THE WEST SIDE. THAT IS UNTIL YOU NOTICE THAT THERE IS NO PLACE FOR IT. ARE THE RAILROAD TRACKS GOING TO BE TORN OUT? EVEN IF IT WAS DECIDED TO CREATE A LANE THERE I REFER YOU TO THE ABOVE REGARDING THE VEHICLE TRAFFIC ENTERING AND EXITING THE BUSINESSES. IF THERE WAS EVER A RECIPE FOR GUARANTEED CHAOS PLUS THE REAL POSSIBILITY OF PERSONAL HARM TO BIKERS AND PEDESTRIANS, THIS IS IT. I COULD MAKE A CASE

147-003

FOR LEARY WAY NOT BEING SUITABLE FOR A BIKE LANE AS WELL BUT WHEN YOU REVIEW THE TWO OPTIONS LEARY WAY WINS BY A COMFORTABLE MARGIN. I DON'T NEED TO INSULT ANYONES INTELLIGENCE BY EXPLAINING IN DEPTH THE REASONS. LEARY WAY BY VIRTUE OF HAVING A TURN LANE IS ABLE TO DISTRIBUTE MORE VEHICLE TRAFFIC ON THE ROAD. THE BUSINESSES THAT UTILIZE LARGE VEHICLES IS NOWHERE THE SAME DENSITY AS SHILSHOLE. AND LEARY WAY IS CONSIDERABLY WIDER THAN SHILSHOLE WHICH GIVES YOU THE WIDTH TO CONSTRUCT A BIKE LANE WHICH IS NOT TO SAY IT IS A GOOD IDEA. IT SOUNDS LIKE ONE IS GOING TO BE CREATED NO MATTER WHAT SO LEARY WAY WINS THE HONOR.

147 - 002 Please refer to FEIS Figure 1-3 for depictions of cross sections associated with the Preferred Alternative (and DEIS Figures 1-3 through 1-6 for depictions of cross sections for the other various Build Alternatives). Figure 1-3 of the FEIS illustrates the location of the Preferred Alternative in relation to the tracks, roadway, and parking. Some rail relocation is proposed as part of the Preferred Alternative to improve sight distances. Safety is a critical component of this project; refer to Section 1.4.2 for a discussion of roadway design and safety features that can be employed to reduce potential hazards at intersection and driveway crossings.

147 - 003 Your comment is noted.

**Letter No. 148**

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**From:** Brian Larmore <blarmore@hotmail.com>  
**Sent:** Tuesday, June 28, 2016 10:08 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke-Gilman Alignment Options

148 - 001 Thank you for your comment.

148-001  
Thought I would put in a word in favor of the Shilshole south alignment for the Burke-Gilman trail missing link. Without being able to see much detail it seems like this would be a preferred alternative simply because traveling up one of the other streets would place relatively high-speed bikers and runners traveling along the new trail in conflict with the numerous slower-moving people mingling in ballard, walking to bars, restaurants, etc... Seems like the congestion on market street would also be a poor place to add a regional trail facility. Hope my input is useful, thanks for the opportunity to comment!

Sent from my iPad

**Letter No. 149**

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**From:** Brooke Barnes <Brooke\_barnes@comcast.net>  
**Sent:** Friday, July 15, 2016 5:09 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** A full connection

149 - 001 Thank you for your comment.

To whom it may concern,

I49-001 I've lived in Ballard for the past 12 years and it's a real shame the Burke Gillman trail does not connect to Golden Gardens. Because of the traffic danger, in order to go for a bike ride with my 10 year old son, I need to drive our bikes up to Fred Meyer and park there. There is plenty of room on Shilshole road for a bike trail.

Best,  
~Brooke Barnes

**Letter No. 150**

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150 - 001 Thank you for your comments.

**From:** Bruce Miller <brucefm@gmail.com>  
**Sent:** Friday, July 22, 2016 5:36 PM  
**To:** BGT\_MissingLink\_Info  
**Cc:** O'Brien, Mike; Surratt, Brian K; Burgess, Tim; Gonzalez, Lorena  
**Subject:** BGTM Draft EIS Comments  
**Attachments:** Burke-GilmanTrailMissingLinkEISComments-2.pdf

Attached please my comments on the Draft EIS for the Burk-Gilman Missing Link Project.

150-001

I find the Draft EIS unsatisfactory and incomplete and oppose its adoption without modification for the reasons I describe in the attached document. Because I feel the EIS is substantially flawed I am copying some elected and appointed city officials in the hopes that they will consider what I find to be the report's flaws in the event that it is forwarded to them without these flaws being corrected.

I am submitting the attached document in compliance with the August 1 deadline for written comment on the Draft EIS.

I will appreciate receiving SDOT's response to the comments it receives on the Draft EIS

Bruce F. Miller  
515 N 49th St  
Seattle, 98103



Letter No. 150

July 22, 2016

To: Mr. Scott Kubly, Director  
City of Seattle, Department of Transportation

From: Bruce F. Miller  
515 N 49th St  
Seattle, 98103  
brucefm@gmail.com

Re: Comments on Burke-Gilman Trail Missing Link (BGTML) Draft EIS Comments

My background: I have lived in Seattle since 1971. I am an avid cyclist and pedestrian and I am not affiliated in any way with any of the groups advocating for a specific options on the BGTML. My interest as a cyclist, pedestrian and Seattle citizen is that the BGML be as safe as possible while creating the least economic and environmental disruption in Ballard.

The core of my comments on the BGTML Draft EIS are not about the alternatives presented in the report but on the report itself. The Draft EIS is inherently flawed because the only alternatives that were allowed for consideration are a no build option and 3 substantial, build options. Each of build option has significant impacts, and one or more of the options are in direct conflict with other city council adopted policies regarding industry and the economic development. Each of the 3 build options requires that the BGTML be a single approximately 1.5 mile long segment that combines all modes of movement - bicycle, pedestrian, etc.

In the public meeting presentation that preceded oral comment period on the Draft EIS, SDOT officials and consultants stated that safety was their primary consideration in the build options they chose. They stated that all three options were intended to compliment or match the general design of the BGT as it exists elsewhere. In response to my question, SDOT officials confirmed that the City Council's legislation that mandated completion of the BGTML through Ballard did not mandate the the ML's design, and the decision to only include the 3 build options presented was a policy decision made by the scoping team without legislative mandate or approval.

Below are the primary outstanding questions that demonstrate that the EIS is inherently flawed because of SDOT policy decisions. As such the EIS should not be adopted without substantial modification.

Question 1 - Did SDOT have safety as its primary concern in choosing its options and if so what evidence was presented to demonstrate that safety was evaluated in any manner, and how it affected the choice of the design options that were allowed to proceed to the EIS stage.

Answer: No. The reason for this answer is that there was absolutely no information presented on how safety was evaluated and how it weighed in the design decisions. There was no information presented on bicycle on bicycle or bicycle on pedestrian accidents on the current sections of the BGT.

- 150 - 002 Please refer to Section 1.2 of the FEIS for a description of the project objective. The project is intended to create a safe, direct, and defined multi-use trail for persons of all abilities, for a variety of transportation and recreational activities, and to improve predictability for motorized and non-motorized users along the project alignment. Chapter 4, Land Use, reviews the alternatives against numerous adopted city plans and policies, and notes how each alternative is in compliance or conflict with these plans and policies.
- 150 - 003 The project seeks to complete the Burke-Gilman Trail, a multi-use trail, through Ballard. As the project proponent, SDOT has the authority to decide upon project alternatives without legislative mandate or approval.
- 150 - 004 Ensuring the safety of trail users and motor vehicles is a critical component of the project. SDOT recognizes the importance of providing separation for different modes of transportation when warranted.

SDOT will follow City standards and the American Association of State Highway and Transportation Officials (AASHTO) and National Association of City Transportation Officials (NACTO) guidelines for bicycle and trail facilities when designing this project. Roadway modifications, intersection treatments, driveway design, and parking lot changes that will be incorporated in the final design phase of the project to provide separation and address safety, access, nonmotorized users, and vehicle types are described in Section 1.7.1, Roadway Design and Safety Considerations.

BGTM Draft EIS Comments

Bruce F. Miller - [brucefm@gmail.com](mailto:brucefm@gmail.com) Page 1

150-004

It is logical to conclude that on a multimode trail, unless modes of transport are definitively separated, there will be more bike on pedestrian and bike on bike accidents than where modes of movement are separated by mode and if possible by direction of travel. I have witnessed and experienced near misses caused by inattentive or inconsiderate cyclists or pedestrians on the BGT. This has been exacerbated by the fact that many people now walk or ride while listening to a device through earbuds. It is difficult or impossible to get these people's attention when overtaking from behind. Cyclists coming in opposite directions and passing pedestrians often experience head on encounters. On a multi use trail In Auburn, I believe, an elderly woman died after being hit by a cyclist.

A 2011 study done by the University of Washington recommended that bicycle and pedestrian traffic be separated on the section of the BGT under review at the time:  
<https://www.washington.edu/facilities/transportation/sites/default/files/images/corridor-study.pdf>.

Question 2: Should the fact that the BGT is a single undivided trail outside of the Ballard ML be an overriding issue in selecting design options, and is there any evidence that separating cyclists from other trail users through Ballard would be so confusing to users that it would impair the function and utility of the trail?

Answer: No. The BGT was created on an abandoned railroad right away and at a time when many fewer people than now used it for commuting and when Seattle's population was lower. Creating the BGT as it was made sense at the time.

Now is a different time and as the UW study in 2011 concluded it is a better policy to separate pedestrians from cyclists where possible.

All three build options essentially seek to create what is the equivalent of a railroad right away through an increasingly busy and densely populated area of Seattle without any evidence that building such a trail through Ballard would be the least impactful most desirable option. This policy decision made by unelected officials deprives the City Council and Mayor of having the knowledge necessary to make a final decision on the BGTML option to be selected.

Question 3: Is there BGTML option that should have been considered in the EIS.

Answer: Yes. I cycle through Ballard frequently using Shilshole avenue and taking surface streets to and from Golden gardens. Many cyclists already use this route and are familiar with it. I do not divert my rides to the BGT at the boat locks because I find that the surface streets are a better option for me and many cyclists make this choice too. I.e. even when the BGT continues west of the locks, some cyclists choose to use it but some prefer the surface streets.

When I read the EIS I was surprised to find that an option was not included for analysis that improved existing informal bicycle East/West route along Shilshoe while providing more controlled routing to improved surface parking there. Pedestrians would be diverted up Ballard ave to Market Street. I understand that this route would still require quite a bit of constructions

150-005

150-006

150 - 005 Please refer to the response to your previous comment for the reasons why SDOT decided to maintain the existing character of the Burke-Gilman Trail for the alternatives studied. SDOT communicated closely with the Mayor's Office and the City Council in the development of the EIS and in its decision on the Preferred Alternative.

150 - 006 Cyclists are permitted to use any City street they desire. This will also be true following construction of the trail.

The Preferred Alternative was chosen because it best meets the project's objectives to complete the Burke-Gilman Trail by creating a safe, direct, and defined multi-use trail for persons of all abilities, for a variety of transportation and recreational activities. Please see Section 1.9 of the FEIS for a discussion of alternatives that were considered to

150-006

and entail improvements in intersections, special signage, and sidewalk improvements and possible widening. I did not know until I got to the Draft EIS presentation meeting that group of Ballard business owners were apparently advocating for something similar.

One non EIS benefit of this option like this one is that businesses and the Ballard Farmer's might actually endorse it.

150-007

SUMMARY: The BGTML EIS is flawed because it fails to analyze any option that would divide bicycle traffic from pedestrian or low speed traffic through Ballard even though there are good safety construction impact reason for doing so. Though SDOT officials assert that safety was their primary concern in selecting their build options, they did not present any evidence that they did so. The choices presented in this EIS deprive elected officials of the information they need to make a well informed decision on how to complete the BGT with the least impact and the most benefit to the community that will be most affected by its creation. The EIS must therefore be repaired to correct these flaws before it is sent to elected officials for their consideration.

150 - 007 Your comments are noted. Please see responses to your previous comments.

**Letter No. 151**

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**From:** bruce parker <brucegparker@gmail.com>  
**Sent:** Wednesday, July 20, 2016 2:30 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** blue line please

151 - 001 Thank you for your comment.

151-001 | I have been riding the burke gillman trail for years starting in college. Now I ride it with my two young daughters. Please forward my vote for the blue line route to complete the missing link so we can have a safe way to bike to the end of the trail.

Thank you,

Bruce Parker  
**microhouse**  
206.428.8599  
[bruce@microhousenw.com](mailto:bruce@microhousenw.com)  
[www.microhousenw.com](http://www.microhousenw.com)  
[backyard cottage blog](#)

**Letter No. 152**

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**From:** Bryan Paetsch <bryan.paetsch@icloud.com>  
**Sent:** Saturday, June 25, 2016 6:53 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT

152 - 001 Thank you for your comment.

Hello,  
I won't be able to attend either of the July comment meetings. Please put me down as in favor of building the missing link immediately, preferably along the shilshole South alternative.

Bryan Paetsch  
5217 23rd Ave SW  
Seattle WA 98106  
206.245.3079

Sent from my iPad

152-001

**Letter No. 153**

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**From:** Carolyn Hughes <cds@cdstimson.com>  
**Sent:** Monday, July 11, 2016 2:15 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke Gilman Trail Missing Link - South Shilshole Avenue Option

153 - 001 Thank you for your comment.

Dear Mr. Kubly:

I am a 50 something professional who lives in Magnolia and has worked on Capitol Hill, in Wallingford and Downtown. I bike to work on occasion and the primary concern for me when I bike is safety. After reviewing the documents, the South Shilshole Avenue option appears the safest and the most logical for bikers.

I support the South Shilshole Avenue route.

Sincerely,  
Carolyn Hughes  
Controller  
**C.D. Stimson Companies**  
206-628-0597

153-001

**Letter No. 154**

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**From:** Charles Kiblinger <kiblinger@gmail.com>  
**Sent:** Wednesday, July 06, 2016 12:50 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Build the Shilshole South Alternative

154 - 001 Thank you for your comment.

154-001 | My opinion: Build the Shilshole South Alternative.  
Thank you,  
Charles Kiblinger  
206.289.0588

**Letter No. 155**

155 - 001 Thank you for your comment.

**From:** csg <csgable559@gmail.com>  
**Sent:** Thursday, July 07, 2016 5:29 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Ballard Ave - Missing Link

Dear Sirs/Madams:

155-001

I am a vendor at the wonderful Ballard Farmers Market - please consider this my "two cents" worth! I was dismayed to hear about the proposal to put the Burke Gilman Trail through Ballard Ave. This would be a shame. Aside from the loss of the Ballard Farmers Market, which is a local treasure, it would be terrible to lose the historic significance of Ballard Ave. It makes much more sense running the trail along Shilshoe, and I am sure much less expensive. I realize the businesses on Shilshoe don't want it, but the community impact of losing the market and the beauty of its historic street are a bigger loss, in my opinion.

Sincerely,

*Chelo Gable*  
 206-579-8132





**Letter No. 156**

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**From:** Gail M. Kieckhefer <gailmk@uw.edu>  
**Sent:** Tuesday, July 26, 2016 10:22 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT-missing link

156 - 001 Thank you for your comment.

156-001

My preference is for alternative South Shilshole Alternative  
Chris Dowsing  
98117

**Letter No. 157**

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**From:** Chris Nichols <chrisnichols25@gmail.com>  
**Sent:** Wednesday, June 22, 2016 1:56 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Build It Please

157 - 001 Thank you for your comment.

157-001 | Please build the Burke Gilman along Shilshole. This past weekend I had to drive my family from West Ballard to Fred Meyer in order to feel safe enough to ride my bike with my family. Let's go ahead and do this already.

Thanks,

Chris  
425-327-6699

**Letter No. 158**

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**From:** Chris Warner <panther@seanet.com>  
**Sent:** Tuesday, June 28, 2016 1:15 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke Gillman missing link

158 - 001 Thank you for your comment.

158-001

Build the Leary Alternative. It is flat, it stays away from the hazards on Shilshole, impacts fewer people, has enough space for a bike lane and is safer than all the others,

Chris Warner and Pam Murray  
3514 NW 67th St.  
Seattle WA 98117  
206-782-1277

**Letter No. 159**

**From:** Clay Vredevoogd <claykv@gmail.com>  
**Sent:** Friday, July 22, 2016 10:28 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT Missing Link preference

Hi,

159-001 | As an avid bike commuter and recreational rider on the BGT, I would like to submit my preference for the BGT Missing Link as the South Shilshole Alternative. After reviewing the DEIS, this route is both the safest for bicyclists/pedestrians, and the least impact to traffic and businesses amongst the route alternatives.

159-002 | One area not addressed is the intersection at NW 45th and 11th Ave NW. I've seen a number of near accidents due to westbound bike riders coming off the south sidewalk into the intersection without respecting the 4-way stop signs, as well as drivers who are not bike friendly. I expect the trail traffic will significantly increase with the missing link completed and it seems a more controlled intersection will be required with a stop-light and/or bike only stop.

Please feel free to contact me for any questions.

Thanks,  
 Clay Vredevoogd  
 206-495-5201

159 - 001 Thank you for your comment.

159 - 002 The Preferred Alternative will continue the trail along the south side of NW 45th St, which should improve crossing movements for trail users as they will not have to cross the intersection at a diagonal, as is now the case. During final design, SDOT will evaluate other potential intersection improvements to ensure safe and predictable movements for people driving as well as using the trail.

**Letter No. 160**

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160 - 001 Thank you for your comment.

**From:** O'Neill, Courtney <Courtney.O'Neill@aecom.com>  
**Sent:** Tuesday, June 28, 2016 4:08 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke-Gilman Trail Missing Link

Hello-

160-001

I believe that the Shilshole South Alternative should be the preferred alternative. Bikers are going to continue to use Shilshole Road because it is the quickest route between the missing link, and placing the bike path on Ballard Ave or Leary Way would continue to be safety hazard for bikers and pedestrians.

Thank you,

**Courtney O'Neill, PE (WA, CA), CFM**  
*Water Resource Engineer*  
D+1-206-403-4290  
M+1-206-388-6144  
[courtney.oneill@aecom.com](mailto:courtney.oneill@aecom.com)

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F +1-206-438-2699  
[aecom.com](http://aecom.com)

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**Letter No. 161**

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**From:** dave.boyd1@comcast.net  
**Sent:** Monday, August 01, 2016 9:32 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke Gilman Trail Missing Link DEIS  
**Attachments:** DaveBoydMissingLinkDEIScomments.docx

Please find attached my comments on the DEIS.

Sincerely,

Dave Boyd  
6104 36th Ave NW  
206-498-6636

Letter No. 161

**From:** Dave Boyd  
**To:** Burke Gilman Trail Missing Link team members  
**Date:** August 1, 2016  
**Re:** Draft EIS comments

161-001

As a UW grad, 28-year resident of Ballard and a bike commuter for 15 years, the Burke Gilman Trail has been an important part of my local transportation infrastructure since I moved here in 1983. It is currently part of my daily commute and frequently part of my weekend outings and shopping trips. It is far more than a recreational trail, as some opponents of completing the Missing Link on its natural route along the railroad corridor erroneously label it. Their unreasonable opposition has prevented the completion of this granddaddy of rail trails, and it is time to complete the studies and finish the trail.

161-002

I welcome the opportunity to offer below what I consider the six main issues with the DEIS, followed by more detailed comments.

161-003

1. Only the South Shilshole route will truly create a similar experience to the rest of the Burke Gilman Trail. Table ES-4 on page ES-10 identifies both Shilshole South and Shilshole North as providing "similar recreational experience to existing BGT," but Shilshole North crosses 14 intersections, compared to 4 for Shilshole South. The main positive characteristic of the BGT, not only for recreation but also for commuting and other transportation purposes, is its separation from the street grid and lack of crossings.
2. That same table notes that South Shilshole is the "most disconnected from commercial areas of Ballard," ignoring the commercial areas to the south of that route and the fact that a South Shilshole route would be a catalyst for developing better connections between Ballard's retail core to its waterfront businesses along Salmon Bay. It would also provide a superior connection to the shoreline street end parks at 14<sup>th</sup>, 20<sup>th</sup>, 24<sup>th</sup> and 28<sup>th</sup> Avenues NW, which are currently isolated.

161-004

3. The same table's assessment of parking impacts overstates the parking impact of the South Shilshole route, stating that 261 on-street parking spaces would be removed, while pages 8-14 of the report states that 68 of these could remain. The DEIS should also address the quality of the parking spaces that would be removed. The spaces displaced on the South Shilshole route are informal spaces that create traffic back-ups and are removed from the businesses that most users are visiting, causing many pedestrians to cross a busy Shilshole Avenue mid-block, as there are no pedestrian facilities leading to the few crosswalks. Those spaces have far less value than those on the other alternatives that are directly in front of businesses, do not cause as many traffic disruptions or pedestrian safety issues, and in some cases are paid parking spaces generating revenue.

161-005

4. The DEIS should include a graphic representation of the traffic in the area, with wider lines proportional to the volume of traffic. That would clearly show that the Shilshole South alternative not only crosses far fewer intersections, it crosses the least volume of traffic by an even greater percentage.

161-006

5. While some maritime industrial users contend that the trail would harm their businesses, and the DEIS alludes to freight mobility impacts, the South Shilshole route would include traffic improvements that would improve freight mobility. The fact that Salmon Bay Sand and Gravel bought a facility just west of the Fremont Canal Park after the trail went in on that segment and

161 - 001 Thank you for your comment.

161 - 002 Your comment is noted.

161 - 003 Your comment is noted. The majority of businesses to the south of the Shilshole South Alternative are industrial. It is noted that this alternative provides the best connection to the street end parks you listed.

161 - 004 The table in the Executive Summary provides a quick overview of anticipated impacts by alternative. The Parking Chapter (Chapter 8) provides an account of parking loss by alternative. Because the alternatives are still in a preliminary stage of design, the exact number of parking spaces removed is unknown. For purposes of analysis in the EIS, SDOT assumed a worst case scenario for all of the build alternatives, and did not factor in the potential spaces that could remain in the informal parking areas along Shilshole Ave NW.

161 - 005 Figure 7-2 of the FEIS illustrates the roadway classifications in the project area. The classifications are related to traffic volumes on those roadways. Refer to Technical Appendix B, Transportation Discipline Report (Volume 3), for additional and updated transportation-related data, including traffic volumes.

161 - 006 Your comment is noted.

161-007 continues to operate there safely debunks the contention that the trail and industry cannot coexist.

6. The EIS will not forestall continuing challenges if it doesn't adequately address all alternate proposals put forward, including the elevated route along Shilshole and the cycletrack along Leary and Market. These proposals, however flawed, must be fully addressed, leaving no room for further litigation. The scant two sentences on page 1-18 of the DEIS, in particular, needs to be expanded to better address the cycletrack proposal. An argument could be made that the Leary route wastefully duplicates pedestrian capacity along the sidewalk with a multi-use trail immediately adjacent, increasing the impact and cost unnecessarily. Please show clearly that even if the "trail" portion was reduced to the minimum necessary for wheeled users, leaving pedestrians to use the sidewalk, the cost and impacts to parking, traffic and transit would not be appreciably different than the studied alternative.

Even without addressing these issues, the DEIS clearly shows that the South Shilshole route is far superior to any of the alternates. Fully addressing these issues will make that even clearer, and move us one step closer to finally building the Missing Link

**Detailed Comments**  
Below are more detailed comments on specific parts of the DEIS, keyed to page, table and figure numbers (in some cases repeating the comments above, but connecting them to the DEIS).

ES-2, Fig. ES-1 should include greenways and the proposed 53<sup>rd</sup> St. connector

ES-3, Shilshole South Alternative:

- installation of signal at 17<sup>th</sup> should be coordinated with greenway connections (i.e. why do a signal at 17<sup>th</sup> for "trail users to access 17<sup>th</sup> Ave NW" if 17<sup>th</sup> isn't being planned as one of the prime bike connections into the Ballard core, or why not make 17<sup>th</sup> the bike connection if that's where the signal goes?)
- 8-12' width – is less than 12' acceptable?

Shilshole North Alternative:

- How much need is there for trail users to cross Shilshole at 17<sup>th</sup> if the trail is on the north?
- Is there a need for a "mixed-use trail" on segments where it is adjacent to a sidewalk (unless mixed-use means bikes + other modes besides peds)? This applies to all alternatives with this configuration.

Ballard Ave Alternative: What would be the implications of closing the one-way road on the west side of the Ballard Bridge, or how could it accommodate both?

ES-4, Leary Alternative: Why are there buffer zones on both sides of the street?

ES-6, Construction Staging: Could the Yankee Grill building and/or site be used along w/ SPU and their contractor for construction offices/trailers?

ES-7, Summary of Impacts: "In general, impacts are associated with construction activities and would be temporary. Long-term (operational) impacts to parking and transportation patterns are expected, but these would not be significant." To me, the important impacts are the long-term ones, which could be significant.

161 - 007 As noted in section 1.2 of the FEIS, the purpose of the project is to create a multi-use trail. Sidewalks do not fulfill the same purpose as a multi-use trail for pedestrians and other nonmotorized users. Sidewalks are intended for entering and exiting businesses, tend to be more of a location for people gathering and mingling, contain sidewalk seating, and are not meant for jogging and other nonmotorized uses. While protected bicycle lanes may fulfill the transportation needs through the area for cyclists, sidewalks do not fulfill the same purpose for pedestrians and other nonmotorized users. The Missing Link has existing established multi-use trail segments on either end, whereas the Westlake Cycle Track was intended only as a cycle track to facilitate bicycle ingress and egress to and through the Westlake area. Also please refer to Section 1.9 of the FEIS, Alternatives Considered but Not Included, has been revised to provide additional detail of alternate facility types that were evaluated.

161 - 008 The Recreation section, and Figure 5-1, describe and illustrate the greenways in the project area. As of this writing, SDOT's webpage (<http://www.seattle.gov/transportation/ballardgreenway.htm>) lists 53rd St as a possible connector, along with several other possible connectors. Because of the uncertainty of the connector locations, Figure ES-1 has not been revised to include potential greenways.

161 - 009 The signal at 17th and Shilshole is proposed not only to assist trail users in crossing Shilshole Ave NW to get to Ballard Ave NW, but to also improve traffic flow through the corridor and connecting streets. The Preferred Alternative will have a 10- to 12-foot wide trail, consistent with applicable design guidelines. Please see Chapter 7, Transportation, for further discussion.

161 - 010 The signal at 17th Ave NW and Shilshole Ave NW is proposed not only to assist trail users in crossing Shilshole Ave NW to get to Ballard Ave NW, but to also improve traffic flow through the corridor and connecting streets. The trail is intended to be used for a variety of non-motorized activities including biking, walking, running, skating, and rolling. Many of these activities would be inappropriate for sidewalk use, which serves not only people walking, but also as gathering space and space for people exiting and entering buildings.

161 - 011 Closing the one-way street on the west side of the Ballard Bridge would affect circulation between NW Ballard Way and NW 46th St; however, studying the extent of those impacts is outside the scope of this EIS.



161-015 ES-8, Table ES-2:  
 161-016  
 161-017

- Recreation: Leary would have recreational impacts to Bergen Place (probably more than Ballard, since the frontage is equal and the trail would be on the same side of the street).
- Transportation: Why does it say the South Shilshole construction “would” cause traffic delays, while North Shilshole “could” cause delays. And wouldn’t construction on Market and Leary cause traffic delays, not just affect public transportation?
- Cultural Resources: I question BTR as a “cultural resource” – yes, there are those who enjoy seeing its infrequent passages through the neighborhood, but it was billed as a transportation and economic resource, not a cultural one, and I think it has minimal value in all of these areas. The full name should probably be spelled out here, since the previous reference was on ES-3, and I believe “alternations” should be “alterations.” Should impacts to Bergen Place sculptures and mural be listed for Leary route?

161-018 ES-9, Table ES-3:  
 161-019

- Recreation: The trail would also improve connections to attractions to the east, like Fremont Canal Park, Gasworks, etc.
- Air Quality and Greenhouse Gas: To the extent that the trail would provide an alternative to driving, wouldn’t it potentially reduce emissions?

161-020 ES-10, Table ES-4:  
 161-021  
 161-022  
 161-023

- Land and Shoreline Use: Discusses adjacency to industrial uses, but there are impacts to other land uses as well, especially where parking is removed.
- Recreation: “Most disconnected from commercial areas of Ballard” for South Shilshole ignores opportunity for improving those connections, while improving the connections to the waterfront, and doesn’t mention that this is the best connected to shoreline street ends.
- Transportation (or Recreation): Besides the number of street and driveway crossings, the volume of these crossings should be included.
- Parking: The quality (and legality) of spaces displaced should be addressed (i.e. I don’t think the perpendicular spaces along the south side of Shilshole were officially approved, and they have lower “value” than those closer to the businesses). Unclear if the number of on-street spaces removed on Ballard Ave. includes the paid parking spaces removed.

161-024 ES-13, Table ES-5:  
 161-025

- Parking: In addition to alternative parking areas and use of transit, construction workers should be encouraged to carpool (include here and in Air Quality and Greenhouse Gas), and contractors should be encouraged or required to organize shuttles from remote parking areas.
- ES-14, Cultural Resources: Again, are the spur tracks really a cultural resource to be preserved in place, even if they aren’t being used and are a safety hazard? And the second bullet should identify cultural as well as historic resources to be protected (like the Bergen Place sculptures and murals).

161-026 Fig. 1-3. South Shilshole Alternative:  
 • In section through NW 45<sup>th</sup> Street, does the spur railroad need its own 15’ lane, or could vehicular lanes share the right-of-way with the very infrequent trains, as they do with much more frequent trolleys in other parts of the city?

161 - 012 Leary Ave NW has a planting strip/buffer on both sides of the street. The remainder of the alignment has a buffer only on one side of the street. Refer to Figure 1-6 of the DEIS for typical cross-sections of the trail layout for the full length of the Leary Alternative.

161 - 013 SDOT will continue to work with SPU to coordinate construction activities in the area, including examining the possibility of shared construction staging.

161 - 014 Your comment is noted. The EIS evaluates both short-term and long-term impacts associated with the Build Alternatives.

161 - 015 The text of the FEIS has been modified in response to your comment.

161 - 016 The table has been corrected in response to your comment. The Shilshole North Alternative would cause delays.

161 - 017 Table ES-2 is meant to be a brief summary of potential construction-related impacts. Resources that are 50 years or older, including the Ballard Terminal Railroad (BTR), are considered historic resources. Refer to Chapter 11 of the FEIS, Cultural Resources, for a discussion of the BTR and the historic SLS&E RR. No construction-related impacts are anticipated to the Bergen Place sculptures. The typographical error in the table has been revised in response to your comment.

161 - 018 Completion of the Missing Link would improve connectivity throughout the area, to any number of attractions and destinations.

161 - 019 Traffic volumes are anticipated to grow throughout the study area, which would generally add to greenhouse gas emissions, despite the additional use of the non-motorized forms of transportation using the trail. Please refer to Chapter 9 of the FEIS for further discussion.

161 - 020 Table ES-4 is intended to provide a brief summary of impacts associated with the Build Alternatives. Refer to the individual sections of the FEIS for specific impacts. Chapter 8 of the FEIS discusses parking impacts.

161 - 021 Shoreline street ends have been added to the text of the FEIS in response to your comment.

161 - 022 The Executive Summary was intended to provide a brief overview of the impacts associated with the various alternatives. Please refer to Chapter 7 (Transportation) for further information on traffic volumes in the project area.

161-026

- On Shilshole, is a 4'-5' buffer necessary, and if it is included, shouldn't there be street trees?
- It appears that significant driveway consolidation can and should be done (property lines would help show where single properties have multiple driveways, and where adjacent properties might share driveways).
- Why is there a need for a buffer on the north side on NW 54<sup>th</sup> and on the south side of NW 45<sup>th</sup>?
- Why is the multi-use trail 8'-12' on NW 45<sup>th</sup> and 10'-12' on other sections, without adjacent sidewalks, while other alternates have 10'-12' multi-use trails adjacent to 5'-12' sidewalks?

161-027

Fig. 5-1. Recreational Areas in the Study Area: Should show the new street park at 17<sup>th</sup> and Dock.

Fig. 5-2. Recreational Site(s) Accessible from the Trail Network:

161-028

- The NW 58<sup>th</sup> St. Greenway connects from the west end show NNW along 37<sup>th</sup> Pl. to the Burke Gilman at NW 60<sup>th</sup>.
- The new street end park at the Market St. and 36<sup>th</sup> Ave NW extensions is not shown or listed on p. 5-7.
- The 34<sup>th</sup> Ave NW Street End should be labelled Salmon Bay Natural Area (also on p. 5-7).
- The park area on the south side of the Locks should be labelled Commodore Park.

161-029

Transportation Section: There should be a graphic representation of traffic volumes in and around the study area. Current maps showing volumes and movements at each intersection are difficult to read/understand by lay people and don't convey graphically the true impact of routing the trail across the heavily travelled streets that would be true of all alternates except the South Shilshole route.

161 - 023 Please refer to Chapter 8 (Parking) of the FEIS for a more comprehensive description of the parking situation and anticipated impacts associated with each alternative.

161 - 024 Your comment is noted.

161 - 025 Please refer to the response to your Comment 17. The table includes both cultural and historic resources. Refer to Chapter 10 of the FEIS for further discussion of these resources.

161 - 026 Please refer to Figure 1-3 of the FEIS. The Preferred Alternative includes travel lanes in each direction, with vehicles traveling over the railroad tracks.

161 - 027 The street park on 17th Ave NW and NW Dock St is a new in-street feature. Figure 5-1 has not been updated to identify this small feature as it is considered part of the 17th Ave NW Greenway.

161 - 028 Figure 5-2 has been revised in response to your comments.

The Recreation section has been revised to include the street end park at Market St and 36th Ave NW. According to SDOT's web page, the official name is the 34th Ave NW Street End; however, it appears to be locally called the Salmon Bay Natural Aea. The text of the FEIS has been revised to include the local naming convention as well as the official name.

161 - 029 Refer to the response to your Comment 5.

**Letter No. 162**

**From:** dave@davecuomo.com  
**Sent:** Tuesday, July 12, 2016 8:13 PM  
**To:** BGT\_MissingLink\_Info  
**Cc:** O'Brien, Mike  
**Subject:** Burke-Gilman Trail Expansion

- 162 - 001 Thank you for your comment.
- 162 - 002 Your comments are noted.
- 162 - 003 Your comments are noted.

Hi,

162-001 I live in Seattle near 26th NW and NW 60th. I would like to share my feelings about the expansion of the Burke-Gilman Trail. Of the four alternatives proposed Shilshole North and South are obviously the best alternatives. They are the most direct routes and Shilshole is the street most in need of infrastructure improvements that would go along with the Trail expansion.

162-002 The Leary route makes less sense. While Leary needs the infrastructure improvements, the decision to run part of the Leary route down Market Street makes little sense. Market has heavy bus traffic which would be disrupted by the bicycle route. Most riders would likely detour down Shilshole to avoid the bus traffic.

162-003 The route that makes the least sense is along Ballard Avenue, and it should not be considered. The extension to 56th Street makes even less sense than the Market extension for the Leary route. Riders would most certainly detour to Shilshole. In addition Ballard Avenue is the type of retail street cities across the world strive to create. It is the home of a bustling retail district that combines a great deal of pedestrian traffic with a great deal of economic diversity. The street is home to expensive destination restaurants as well as low price diners. There are upscale bars and a few dives. Boutique clothing stores coexist with thrift stores and large music venues. All of these businesses would be disrupted by the construction of any trail extension. In addition Ballard Avenue is home to one of the best urban Farmers' Markets in the World. The Ballard Farmers' Market is on par with, and likely better than, equivalent markets in Paris, Rome or New York. I say this from experience having shopped at all of the mentioned markets. The market promotes local agriculture and is a vital source of income for the farmers, and fishermen who sell their wares every Sunday morning. The disruption caused by the construction of this route would be devastating to the market and would cause it to close. This would be a great loss to Ballard, to Seattle and to the State of Washington.

Thank you for reading my statement. If you have questions please feel free to contact me.

Mr. O'Brien, as you are my representative on the Seattle City Council, and I your constituent, I am including you on this email. Please feel free to contact me if you like and I encourage you to support the trail expansion using either of the two Shilshole routes.

\_\_\_\_\_  
 Dave Cuomo  
[dave@davecuomo.com](mailto:dave@davecuomo.com)

**Letter No. 163**

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**From:** David Goll <David.Goll@microsoft.com>  
**Sent:** Tuesday, July 12, 2016 4:12 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT Missing Link comment

163 - 001 Thank you for your comment.

163-001

Of the four options, I like the Shilshole South alternative best, with Shilshole North next runner up. I don't like the Ballard Ave alternative at all (primarily due to the impact on the market), and I predict people would not bother following the Leary alternative and would just continue using Shilshole (I know I would).

David Goll  
1416 N 35<sup>TH</sup> ST  
Seattle WA 98103

**Letter No. 164**

**From:** David Ramenofsky <david.ramenofsky@gmail.com>  
**Sent:** Monday, August 01, 2016 11:52 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT EIS

164-001 | I would like to submit my comments on the BGT EIS. I ride the Burke Gilman trail recreationally. The missing link is dangerous and places cyclists at risk of being hit by cars. Please make safety the number one priority in selecting a route and ensure the trail is completed as soon as possible.

164-002 | The South Shilshole route is preferable for many reasons - it crosses the fewest intersections and it is the most direct route and the route that cyclists already use.

164-003 | In the meantime, the city should make some effort to improve the safety of the current situation.

The citizens of Seattle have been waiting far too long for this critical public safety investment and the city of Seattle needs to address this known public safety hazard as soon as possible before something tragic happens.

David Ramenofsky  
 3608 NW 65th Ct. Seattle, WA 98117

164 - 001 Thank you for your comment.

164 - 002 Your comments are noted.

164 - 003 In April 2017 SDOT added new guideposts and curbs in order to improve the existing two-way bike facility over the Ballard Terminal Railroad tracks under the Ballard Bridge.

**Letter No. 165**

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**From:** S Denise Henrikson <denise.henrikson@gmail.com>  
**Sent:** Wednesday, July 13, 2016 3:22 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Blue Line Please

165 - 001 Thank you for your comment.

165-001 | Hello-  
Please complete the Burke-Gilman trail with a route that doesn't constantly force rail users into the streets with cars and choose the Blue Line option. Increasing safety will increase bike ridership and decrease pollution/carbon emissions. We all win!

Thank you,  
Denise Henrikson  
7956 34th Avenue SW  
Seattle, WA 98126

**Letter No. 166**

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**From:** Derik Hickling <derik.hickling@gmail.com>  
**Sent:** Tuesday, July 05, 2016 7:19 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT Missing Link Options

166 - 001 Thank you for your comment.

Hello,

166-001 | Please do not route the BGT missing link through the streets that are currently used as the Ballard Farmers Market on Sundays. The economic impact is obvious. Please improve Shilshole ave to carry the BGT traffic since, when given the choice of which surface street to ride, cyclists always use that route anyway. They will still use that route regardless of where the trail goes.

Derik Hickling

**Letter No. 168**

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**From:** Diane Turner <bridging@comcast.net>  
**Sent:** Wednesday, July 13, 2016 3:54 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke Gilman Missing Link - Blue Line

168 - 001 Thank you for your comment.

168-001

I'm writing to voice my support for the Blue Line option.  
Thank you.  
Diane Turner  
(I live in Wallingford.)



**Letter No. 169**

**From:** Donn Cave <donn@avvanta.com>  
**Sent:** Tuesday, July 05, 2016 1:54 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BG Missing Link Draft EIS

I have read the Burke Gilman Missing Link Draft EIS, and I want to comment on four areas.

169-001

1. The Land Use Potential Impacts are grossly understated for the Ballard Avenue Alternative.

- The trail would be absolutely incompatible with the Ballard Farmers Market. That seems to be the assumption they're working with, and I believe it should be obvious to anyone who has been anywhere near the Burke Gilman trail. This is a important feature in Ballard's commercial/cultural setting and it would be really unfortunate to have to relocate it.

169-002

- The trail would also be incompatible with normal uses every day on Ballard Avenue. The EIS is quite wrong on this point. The Burke Gilman trail should be regarded as a sort of arterial: it's a through route for bicyclists who are as intent on getting where they're going as any motorist, nearly as fast and harder to see or hear. The commercial retail area on the northwest end draws a lot of foot traffic, day and night - particularly night, when clubs and restaurants have people spilling out onto the street. Heavy bicycle traffic through this area, day or night, would be crazy.

169-003

- Loss of 198 parking spaces would be grievous. Parking is very difficult in this area as it is, and it does affect the viability of retail.

169-004

- The creation of an official trail does not oblige anyone to use it.  
 \* Pedestrian traffic may very likely choose Ballard Avenue whether the trail goes that way or not, and will likely leave the trail for the sidewalk even if it does. From a pedestrian perspective, sharing a multi-use trail with bicycles is unpleasant and hazardous.  
 \* A poorly sited bicycle trail like this will result in continued use of Shilshole by through cyclists. From a cyclist's perspective, the Ballard Avenue alternative is convoluted and infested with pedestrian interference from shops, restaurants and bars.  
 \* Runners may also move to the sidewalk to avoid cycle traffic, which would interfere with pedestrian use.

169-005

2. The Land Use Potential Impacts understate the severity of impact in the North Shilshole alternative, from loss of 227 parking spaces.

3. 5.3.2 "Trail User Conflicts and Safety Issues" neglects to consider

- 169 - 001 The text of the FEIS has been updated to further describe potential impacts to the Ballard Famer's Market.
- 169 - 002 Your comment is noted.
- 169 - 003 Your comment is noted. Refer to Chapter 8, parking, for additional detail regarding parking loss associated with the Build Alternatives.
- 169 - 004 Your comments are noted.
- 169 - 005 Chapter 8 of the FEIS discusses parking impacts associated with each Build Alternative.

169-006 | the non-trail alternatives that are presented particularly to pedestrian traffic. "While the potential for trail user conflicts and safety issues on the completed Missing Link exists, conditions for users would be safer than under current conditions with no dedicated multi-use trail." That statement appears to consider only bicycle traffic - pedestrian traffic will in any case have access to sidewalks where they exist on whatever route they choose, so they do not benefit from any apparent improvement in safety.

169-007 | 4. I believe the safety considerations in section 7 understate the visibility advantages to the South Shilshole route, because of the open buffer provided by the railroad right of way. This is not about line of sight visibility that might be impaired by buildings, trees, parked vehicles etc., but rather a matter of spotting fairly inconspicuous bicycle or pedestrian traffic against various kinds of backgrounds - they're just easier to spot when they're out in the open.

169-008 | I don't live in Ballard, but have traveled through this area regularly over the last 40 years - by bicycle, foot, car and motorcycle. I walk to the Farmers Market sometimes via the trail - but typically take the sidewalk instead, because it's more pleasant even on busy Leary Way.  
I would strongly encourage trail designers to 1) always adhere to a "keep right" model that all users understand, and not try to separate cyclists and pedestrians when there isn't room, and 2) avoid right angle trail jogs over train tracks - bicycles can't negotiate those turns at any reasonable speed without putting a sideways load on the tires when crossing the rails, so a 45 degree crossing would be safer.

thank you for your consideration,

Donn Cave  
3803 Ashworth Ave N

169 - 006 Section 5.3.2 of the FEIS has been revised in response to your comment. Sidewalks do not fulfill the same purpose as a multi-use trail for pedestrians and other nonmotorized uses. Sidewalks are intended for entering and exiting businesses, tend to be more of a location for people gathering and mingling, contain sidewalk seating, landscaping and signage. While protected bicycle lanes may fulfill the transportation needs through the area for cyclists, sidewalks do not fulfill the same purpose for pedestrians and other nonmotorized users.

169 - 007 Your comment is noted.

169 - 008 Your comments are noted.

**Letter No. 170**

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**From:** Douglas Ollerenshaw <d.ollerenshaw@gmail.com>  
**Sent:** Friday, July 08, 2016 10:00 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke Gilman Missing Link comment

170 - 001 Thank you for your comments.

Hello,

170-001

I am writing to strongly support the **Shilshole South** alternative for the Burke Gilman missing link in Ballard. This option provides the most direct connections between the existing portions of the trail and avoids unnecessary crossings of busy streets. Building a continuous trail with minimal road crossings should be the priority.

Thank you,  
Doug Ollerenshaw

**Letter No. 171**

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**From:** Doug Trumm <dmtrumm@gmail.com>  
**Sent:** Thursday, July 07, 2016 5:00 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Build the South Shilshole Alternative ASAP

171 - 001 Thank you for your comment.

Bicyclists are tired of waiting for a safe connection through Ballard. It's time to move forward with the Missing Link of the Burke Gilman Trail. The South Shilshole alternative is by far and way the best routing and we should start working on building it as soon as possible.

171-001

The lives of bicyclists and pedestrians are at stake. Many crashes happen on Shilshole due to the lack of infrastructure. It's a matter of time before we see a road death there. Vision Zero can't just be a slogan. We need to make safer infrastructure a reality.

Thanks,  
Doug Trumm  
320-237-4771

**Letter No. 172**

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**From:** edgarrett2@comcast.net  
**Sent:** Saturday, July 23, 2016 7:55 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT Missing Link

172 - 001 Thank you for your comment.

172-001 | The Ballard Avenue option should not be the final choice. Too much impact on many small business, the farmers market and the loss of too much badly needed parking.

Ed Garrett

**Letter No. 173**

**From:** Ed Lazowska <ed@lazowska.org>  
**Sent:** Sunday, July 03, 2016 12:31 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Build the Shilshole South Alternative!

173 - 001 Thank you for your comment.

I have been commuting daily by bicycle between Ballard and downtown or the University District for 38 years. For the majority of that period - certainly dating back at least to Charlie Royer's time as Mayor - we've been talking about addressing the Missing Link. Only in process-bound Seattle could there be so much talk and so little action for so many years.

173-001

Just build the damned thing! And build it on Shilshole Avenue (the Shilshole South alternative), where it belongs. Forget the other alternatives in the EIS. The Shilshole North alternative is less direct and crosses more intersections. The Ballard Avenue alternative is less direct, involves cobblestones and more of a climb, and would mess with the vibrant Ballard Farmer's Market. The Leary and Market alternative is less direct and has far more areas of conflict with traffic.

Please! Stop studying it and do it!

**Letter No. 174**

174 - 001 Thank you for your comment.

**From:** Pottharst, Ed  
**Sent:** Friday, June 17, 2016 4:19 PM  
**To:** Brochet, Art  
**Subject:** Fwd: Burke-Gilman Trail Draft EIS Release

174-001

From a quick scan, Shilshole South seems the most direct and logical. Of course, there are many considerations. We shall see. :)

I like how concise the EIS is.

Sent from my iPhone

Begin forwarded message:

**From:** "Pottharst, Ed" <[Ed.Pottharst@seattle.gov](mailto:Ed.Pottharst@seattle.gov)>  
**Date:** June 17, 2016 at 3:53:15 PM PDT  
**To:** "Brochet, Art" <[Art.Brochet@seattle.gov](mailto:Art.Brochet@seattle.gov)>  
**Subject:** Fwd: Burke-Gilman Trail Draft EIS Release

Very glad to see this, Art! A long time in the making :). Hope this finds you well.

Cheers,

Ed

Sent from my iPhone

Begin forwarded message:

**From:** BGT\_MissingLink\_Info <[BGT\\_MissingLink\\_Info@seattle.gov](mailto:BGT_MissingLink_Info@seattle.gov)>  
**Date:** June 17, 2016 at 3:42:15 PM PDT  
**Subject:** Burke-Gilman Trail Draft EIS Release

The Seattle Department of Transportation published the SEPA Draft Environmental Impact Statement (DEIS) for the Burke-Gilman Trail Missing Link Project yesterday, starting a 45-day comment period that ends August 1. We believe you may have an interest in this matter and we want to ensure you are well informed about the study and the comment process.

The DEIS and technical appendices are available to download from the project website: [www.seattle.gov/transportation/BGT\\_Ballard.htm](http://www.seattle.gov/transportation/BGT_Ballard.htm). Hard copies of the DEIS and appendices are also available to review at no cost at several branch libraries.

Four alternatives are addressed in the study, as well as some connecting segments that would make it possible to mix alternatives. The Draft EIS does not identify a preferred alternative between the four routes analyzed; the preferred alternative will be identified in the Final EIS, planned for publication in early 2017. SDOT is hosting two open houses on July 14, from 6:00 p.m. to 9:00 p.m., and July 16 from 10:00 a.m. to 1:00 p.m. at the Leif Erikson Hall, 2245 NW 57<sup>th</sup> Street in Ballard.

These meetings will be opportunities for the public to provide written and verbal comments.

We want to hear from people and this comment period is your opportunity to provide us with your thoughts on the environmental analysis and the merits of the alternative alignments. The attached Notice of Availability provides additional detail on how to review or obtain copies of the DEIS and how to submit comments.

<image002.jpg>Art Brochet  
Communications Lead  
City of Seattle [Department of Transportation](#)  
O: 206.615.0786 | M: 206.852.8848 | [art.brochet@seattle.gov](mailto:art.brochet@seattle.gov)

<BGT ML DEIS NOA.PDF>



**Letter No. 175**

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**From:** Elham Simmons <elham9@gmail.com>  
**Sent:** Friday, July 15, 2016 11:45 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Anything but the yellow!

175 - 001 Thank you for your comment.

Hello,

Thanks so much for working on this important project. I grew up in Ballard and am a Seattle native. As a former vendor and a frequent customer at the Ballard Farmers Market, I would implore you to abandon the yellow route that goes along Ballard Avenue. The market is a very important part of Ballard community life.

Thank you for being open to public feedback!

Best of luck with this project.

Sincerely,

Elham Simmons

175-001

**Letter No. 176**

**From:** Ellie Winninghoff <elliewinninghoff@aol.com>  
**Sent:** Sunday, July 03, 2016 9:57 PM  
**To:** BGT\_MissingLink\_Info  
**Cc:** Ellie Winninghoff  
**Subject:** Burke Gilman Missing Link Trail

Dear Sirs and Mesdames:

RE: Burke Gilman Missing Link Trail

I am writing regarding a proposed bike trail, for which one possibility is right through Ballard Ave., the home of the Ballard Farmers Market.

176-001 While I think it would be nice to continue this bike trail someplace, I think it would be a crime--a CRIME--to destroy the Farmers Market to make this happen. I have been going to this Market ever since it started, and it has grown into probably the sweetest market in the country. (I know it was the third largest in the country a couple of years ago, with \$1 million in annual sales at that time.) There is an incredibly unique sense of community that has grown up there, and it is a place to go to feel good every single week. All year round. YEs, all year round. I look forward to running into my friends there, hanging out on the street, and buying my food from people I can trust.

Make no mistake, the Farmers Market has helped define one of the greatest neighborhoods in America.

176-002 But it is not just the extraordinary sense of community--real community (something sorely missing from our culture in general today), it is also an incredible economic magnet and economic development tool. This street, which was a drunk and dead back alley not so long ago, has become the center of a thriving economic community as well--thanks to the Farmers Market. We all know that stores WANT to be on this street now, and that Sunday is the best day of the week for business. The Farmers Market has been great for all kinds of small businesses in Ballard. Without the Market, all of these side businesses will also be hurt.

And, I daresay, the Farmers Market has improved housing values throughout the community as well--because it has contributed to making this such a desirable neighborhood. It really reflects a good part of the soul of Ballard.

There are other Farmers Markets in Seattle, but none of them have the magic of the Ballard Farmers Market. It is magic for the soul, and it is a great enhancement of the community we all miss, but it also happens to be the source of the healthiest food we can find. As an alternative cancer survivor of 18-plus years, this means a heck of a lot to me.

176-003 If the Market disappears, with it goes a lot of the desirability of Ballard--and I daresay, Seattle.

it is also the perfect location for the Farmers Market, since it does not interrupt passage through Ballard. There are, on the other hand, alternatives for a bike path. But if push comes to shove, the Farmers' Market is more important than extending the bike path.

Thank you for your attention to this matter of utmost concern.

Sincerely,

Ellie Winninghoff  
 www.DoGoodCapitalist.com  
 elliewinninghoff@aol.com  
 Seattle  
 206 782-3301

176 - 001 Thank you for your comment. The Preferred Alternative travels along NW Market St, Shilshole Ave NW, and NW 45th Street--it will not impact Ballard Ave NW or the Farmers Market.

176 - 002 Your comments are noted.

176 - 003 Your comments are noted.

**Letter No. 177**

**From:** letericdoit@gmail.com on behalf of Eric Berg <l.eric.berg@gmail.com>  
**Sent:** Thursday, July 28, 2016 3:13 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT missing link alternatives

- 177 - 001 Thank you for your comment.
- 177 - 002 Your comments are noted.
- 177 - 003 Your comments are noted.
- 177 - 004 Your comments are noted.

Hello,

177-001

My name is Eric Berg. I am a Ballard resident, and owner of a small business in North Seattle. I'm writing to express my preference for the Shilshole south alternative alignment for the "missing link". The Shilshole South alignment is the most direct route to connect the already complete segments of the Burke. It is the flattest of the alternatives, making it most useful for walkers, runners, bike riders, and users with mobility issues. It has the fewest intersections, making it the safest alternative. While it does cross some driveways (including, notably, driveways of industrial users), the fact that it crosses no major streets is a big plus. Drivers of industrial vehicles are, generally, more skilled (as they are better trained than the typical automobile driver) and the slower speeds involved (since these are driveways and not arterial streets) should make these crossings generally safe. This notion is supported by the fact that the Burke and Sammamish trails already run near similar industrial users (notably delivery trucks coming and going from Fred Meyer and Albert Lea, cement trucks at Lakeside industries and Kenmore Asphalt) with no safety issues.

177-002

The Shilshole north alignment, while it looks quite similar, crosses several streets (e.g. 20th, 22nd, 14th) as well as requiring an uphill left turn for westbound users onto NW Market St. This intersection is known to have issues with speeding cars (Ocho has been struck at least three times that I can think of, and speeding of westbound drivers on Market is also well known). The intersection of NW 54th & Market is also one that requires a level of skill that would be discouraging to many potential users. This alignment might serve skilled or experienced bicycle riders, but would discourage other users (whether on bikes, on foot, or in wheelchairs).

177-003

The Ballard Ave alignment would require a relocation of the most successful farmer's market in Seattle. In my opinion, this makes it a non-starter. It adds a bit of hill to the trail, making it less desirable to many users. It would also require crossing NW Market street *twice*, which seems to take away from safety and ease of use. Again this would be especially difficult and discouraging for users who are not highly skilled and experienced.

177-004

The Leary alternative has all of the problems with hills and intersections mentioned for the Shilshole north and Ballard Ave alignments, with the added problem of sharing a street with heavy automobile use. Again, not much of a problem for experienced bike riders, but this route makes very little sense for someone pushing a stroller or a family riding to the locks or to Golden Gardens. Thank you for allowing me to express my thoughts in this matter. I look forward to having a complete, easy to use, and inclusive Burke-Gilman trail for all people in Seattle to be able to use for recreation and transportation.

Thank you for giving me the chance to comment on this issue.

Eric Berg

**Letter No. 178**

**From:** Eric McNeill <eric.mcneill@gmail.com>  
**Sent:** Friday, July 22, 2016 3:25 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Been waiting 20 years for the Missing Link

178 - 001 Thank you for your comments.

178 - 002 Your comment is noted.

Dear Mr. Kubly and Mr. Mazzola,

178-001 My first visit to a city council meeting was almost exactly 20 years ago, where there were about 300 citizens in favor of completing the missing link and three against. At the time I was biking to work at a business directly on the route, now I bike through it every day from my home in Ballard to my job in Fremont. I'm not a spandex-clad joy rider who just wants an easy route to the beach - I bike to work because it saves my family money and it's most of the exercise I get.

I've seen countless near-misses with cars, bikers wiping out on the tracks and frustrated drivers (me included sometimes), and after two decades of this I've noticed a growing rage and frustration inside myself and others that the city can't complete something with overwhelming support because of a few selfish business owners.

178-002 Shilshole is the only route that makes any sense. Not only is it direct, but it's more than wide enough to accommodate everyone safely - bikers, cars, pedestrians, businesses, probably even the useless train line.

This is an opportunity for our leaders to not just perform their basic duties, but to actually create something that will significantly improve the neighborhood and even save lives. Not a lot of projects like this come along, and I urge you to help make it happen.

Thanks for your time,

Eric McNeill  
 Ballard

Eric McNeill  
 2215 NW 67th St  
 Seattle, WA 98117

**Letter No. 179**

**From:** uwnrotc77@comcast.net  
**Sent:** Saturday, July 23, 2016 11:26 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT Missing Link Preferred Alternate

179 - 001 Thank you for your comment.

179 - 002 Your comment is noted.

179-001

I am happy to see that the City of Seattle and the many stakeholders are making progress on completing a continuous Burke Gilman Trail. I hope that this progress continues and that we will soon be missing the Missing Link.

As alternatives are considered to finalize the EIS, I am stating my preference for the Shilshole South Alternative.

179-002

I am a cyclist who lives in northeast Seattle and ride the trail for recreation, not commuting. I am familiar with the trail from Golden Gardens to Bothell. To me, the trail experience is important. In Ballard, I would prefer to ride through on a direct route with minimal intersections and minimal interaction with motor vehicles. I ride on the streets of Ballard only when I have a destination there. While I understand that all of the alternatives have a dedicated pathway, the inevitable conflict between pedestrians and cyclists is going to be the most intense in the three northernmost alternatives because of the density of the neighborhood.

Ultimately, whatever alternative is selected, relations between riders, pedestrians, and drivers will be improved by offering safe, distinct, and separate spaces for all. I urge speedy decision making and proceeding with construction.

Sincerely,  
 Everett Spring  
 uwnrotc77@comcast.net

**Letter No. 180**

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**From:** gabe murphy <gabejmurphy@gmail.com>  
**Sent:** Friday, July 01, 2016 9:05 PM  
**To:** BGT\_MissingLink\_Info

180 - 001 Thank you for your comment.

180-001

This email is in reference to the gap in the Burke-Gilman trail. I strongly support the 'Shilshole South Alternative' for linking the Burke-Gilman section that begins just west of the north entrance to The Locks with the Burke-Gilman section that ends just west of Fred Meyer.

Other alternatives are less direct, involve more street crossings, and put bikes closer to (or on) major traffic arterials.

Thank you for your consideration.

Gabe Murphy  
Phinney Ridge Resident

**Letter No. 181**

**From:** Gary Anderson <gary.anderson3935@gmail.com>  
**Sent:** Friday, July 08, 2016 3:18 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT Missing Link

181 - 001 Thank you for your comment.

181-001

After reviewing the routes for completing the "missing link" section of the Burke Gilman Trail I strongly prefer the South Shilshole route. The BGT is primarily a recreational trail used by hikers, walkers, runners, skateboarders, bicycles, tricycles, roller blades, wheelchairs, and so on. No part of the trail was intended to primarily be infrastructure for bicycle commuters to connect residents with commercial areas. I would like to see the recreational nature of the BGT preserved and to me the South Shilshole route is the very best choice by a wide margin. I believe that a design can be produced that serves the needs of trail users and local businesses. The other three proposed routes would take recreational users through very busy commercial corridors with lots of vehicular traffic and traffic signals. These other routes would primarily be used by bicycles since they are not conducive to recreational use.

Please design and build it soon!

Thanks for soliciting comments,  
 Gary Anderson  
 Wallingford resident

**Letter No. 182**

**From:** Glen Buhlmann <glenbu@exchange.microsoft.com>  
**Sent:** Tuesday, July 12, 2016 12:42 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke Gilman Trail - Shilshole South or Leary options

182 - 001 Thank you for your comment.

182 - 002 Your comments are noted.

182-001 | The Shilshole South route is the best route for direct access through Ballard and the Leary route is the best route to provide access to destinations in Ballard. Either of these options are acceptable in my opinion. In fact, I would request that we build both of them to give two options through Ballard depending on whether you want to just ride/run through or go to destinations in Ballard.

182-002 | The Ballard Ave route is too winding and indirect. People would not use this one. The Shilshole North route is not bad but it addresses neither the goal of getting people through Ballard nor getting people to all destinations along Market. As a result I don't think this option is as good as either Shilshole South or Leary options.

I live in Green Lake, do not own a car and regularly ride to Ballard and to Golden Gardens with my 10 year old daughter. The existing conditions of the Missing Link are terribly scary for us to use. Please build one of these options as quickly as possible.

Thank-you,  
 Glen Buhlmann  
 Green Lake



**Letter No. 183**

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**From:** hbaskas@gmail.com on behalf of harriet baskas <harriet@harrietbaskas.com>  
**Sent:** Sunday, July 17, 2016 6:15 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke Gilman Trail Missing Link project - weighing in

183 - 001 Thank you for your comment.

183-001

Walked the Shilshole South Alternative path today and weighing in to say I think that area should be redeveloped as a bike path.

--  
Harriet Baskas  
[hbaskas@gmail.com](mailto:hbaskas@gmail.com)  
<http://www.StuckatTheAirport.com>  
<http://twitter.com/hbaskas>  
Contributor: USATODAY.com, CNBC.com, NBCNEWS.com, others

**Letter No. 184**

**From:** eddiew@speakeasy.net  
**Sent:** Thursday, July 28, 2016 11:13 PM  
**To:** BGT\_MissingLink\_Info  
**Cc:** O'Brien, Mike; Herbold, Lisa  
**Subject:** Re: BGT missing link

Art and SDOT,

errata  
 I have corrected a few late night typos.  
 thanks

On Wed, 27 Jul 2016 03:59:30 +0000, eddiew@speakeasy.net wrote:

SDOT,

Four alternatives were studied. The negative impacts on transit flow of the options using NW Market Street and Leary Way are understated. Those two options should be rejected. The option diverting north should be rejected, as it would not be attractive enough to users.

The best option studied in the one on the south side of Shilshole Avenue NW. However, that one is also seriously flawed.

SDOT should consider a fifth option that does not provide a multi-use trail between 17<sup>th</sup> and 24<sup>th</sup> avenues NW. SDOT asserts it must use a multi-use trail to complete the facility. This is not really so. The right of way is narrow enough south of the arterial that a multi-use trail would often be frustrating for users. Fast cyclists will often use Shilshole Avenue NW; pedestrians and and slow cyclists may be intimidated. Given the constrained right-of-way in downtown Ballard, the different BGT user groups might be better served with more modal separation. A different (or fifth) alternative could be considered between 17<sup>th</sup> and 24<sup>th</sup> avenues NW that added sidewalks to both sides of Shilshole Avenue NW for pedestrians and some slow riders, bike lanes for faster riders, and improved connections between the BGT and the local street network. Much of the parking would be lost, but the rail alignment could be retained. The added traffic signal at 17<sup>th</sup> Avenue NW would help several user groups. It could be termed a Shilshole Avenue NW "north and south" alternative. Please note that the arterial lacks sidewalks.

Thank you for considering this comment note and especially the fifth option. I made a similar comment during the Nickels administration.

Sincerely,

Jack Whisner  
 8325 11th Avenue NW, 98117  
 PCO 36-2168  
 full time practical cyclist  
 I used Shilshole Avenue NW full time in 1997 when I lived in Sunset Hill.

184 - 001 Thank you for your comments.

184 - 002 As noted in Section 1.2, the project objective is to complete the Burke-Gilman Trail with a safe, direct, and defined multi-use trail for persons of all abilities, for a variety of transportation and recreational activities, and to improve predictability for motorized and non-motorized users along the project alignment. Alternatives that did not fully meet the objectives, such as separated bicycle and pedestrian facilities, were not considered further (refer to Section 1.8 of the FEIS. SDOT decided upon the Preferred Alternative because it best met the project objectives out of the alternatives evaluated in the DEIS.

184-001

184-002

**Letter No. 185**

**From:** Jamie Swedler <jswedler@gmail.com>  
**Sent:** Sunday, July 31, 2016 6:42 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Build Shilshole South

- 185 - 001 Thank you for your comment.
- 185 - 002 Your comment is noted.
- 185 - 003 Your comment is noted.
- 185 - 004 Your comment is noted.
- 185 - 005 Your comment is noted.

185-001 | The Shilshole South alternative is the most sensible alternative for completing the missing link. While it does cross a few industrial driveways, it does not cross as many streets and does not go through as busy of pedestrian environments as the other alignments.

185-002 | The Leary/Market alignment will run along two busy streets with many street crossings and commercial driveways. I don't see how a trail that is safe and comfortable for all riders can be built with such frequent crossings.

185-003 | The Ballard Ave alignment would run along the densest commercial street in the neighborhood, which would cause many conflicts with pedestrians and cars circling for parking. Additionally, its northward diversion requires two crossings of major arterials Market (twice!) and 24th. If that 24th crossing is signalized (which I believe it must be for safety), that would add a second traffic signal in a very short distance.

185-004 | Shilshole North seems mostly reasonable, but there is still an awkward crossing of 24th Ave NW.

185-005 | I summary, I believe that the Shilshole South alignment is the safest, most direct, and least intrusive alignment to complete the Burke Gilman Trail.

Sincerely,  
 James Swedler  
 Software engineer, experienced recreational cyclist

**Letter No. 186**

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**From:** Jason Dougherty <zap555@comcast.net>  
**Sent:** Sunday, July 31, 2016 9:54 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke-Gilman Trail Missing Link Project

186 - 001 Thank you for your comment.

186-001 | I support the Shilshole South alternative because it minimizes the number of roadway intersections with the trail and therefore minimizes potential conflicts between bikes and cars. I'd encourage SDOT to explore design details to minimize the loss of parking spaces in this alternative.

Thanks,  
Jason

**Letter No. 187**

**From:** javier ortiz <boealper@hotmail.com>  
**Sent:** Friday, July 15, 2016 3:01 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Ballard Missing Link of Burke-Gilman Trail

To whom it may concern,

I write to you as a Ballard/Whittier Heights resident and B-G Trail user to provide my 2 cents on the general plan and the specific options on the table to finish the much, much delayed completion of this important multi-model path.

About Options:

As an engineer, resident, market customer, driver and bicyclist, I think the answer is (and has always been) obvious here: Shilshole South Alternative. It flows, it is direct, without sharp turns that complicate navigation, and it's out of the way of heavy foot and car traffic, on it's own right-of-way. The other three options are just fraught with issues that compromise rider, pedestrian and driver safety.

Shilshole North Alternative takes you up to Market - super-busy thoroughfare - and requires sharp turns at the light on 24th, a tricky turn with fast moving traffic on the southbound to a downhill, left 45 degree turn; a crossing of 15th in the vicinity of the Blocks development, also super busy; and sharp 90 degree turn on 11th in the vicinity of heavy Fred Meyers traffic. The

Ballard Avenue Alternative makes absolutely zero sense: a weird detour through the Ballard Commons, forcing stops at several lights and commingling bicycles with distracted drivers looking to park in the neighborhood; displacement and/or reduction in space of the beloved Sunday Market; and again comingling of bikers and distracted walkers on Ballard Ave, and several 90 degree turns down by Market and 11th, near Blocks and Fred Meyers. This is a non-starter as far as I am concerned.

Leary Alternative is just not good. Burke Gilman is for the most part a separate right of way from main streets for most of it's stretch... except for Ballard? In essence, we are throwing a bunch of bike traffic in the one of the busiest thoroughfares in Ballard, Leary Ave; crossing one of the most chaotic intersections for drivers in Ballard, Leary and 15th; and dumping them with a right turn into 11th, right into Fred Meyers/Blocks traffic mess. For anyone that's driven Leary from Market to 15th in any given day of the week, but especially since the latest condo construction and especially around the intersections with 20th and 17th Ave... that's just suicide.

In General:

We need to stop dragging our feet on this, and put and end to the waterfront business interests' interference with the City doing the right thing and completing the B-G Trail with the Shilshole South Alternative. This needs to be done now, YESTERDAY really. We are the laughing stock of the world on this... Kenmore to Lake Union done in 1978?!? That was almost 40 years ago!!! If we have to put it to a vote, let's do that and get this over with. We residents have your back on this.

Javier Ortiz  
 206-673-1401

- 187 - 001 Thank you for your comment.
- 187 - 002 Your comment is noted.
- 187 - 003 Your comment is noted.
- 187 - 004 Your comment is noted.
- 187 - 005 Your comment is noted.

187-001

187-002

187-003

187-004

187-005

**Letter No. 188**

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**From:** Jim Keller <jimk@siteworkshop.net>  
**Sent:** Wednesday, July 13, 2016 4:45 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Blue Line Please

188 - 001 Thank you for your comment.

188-001

This will be a great asset to the city. Let's get it done!

Jim Keller Principal  
**SiteWorkshop** 222 Etruria St. Suite 200 Seattle WA 98109  
t +1 206 285 3026 m +1 206 909 2899 [www.siteworkshop.net](http://www.siteworkshop.net)

**Letter No. 189**

**From:** Jon Connolly <jontconnolly@gmail.com>  
**Sent:** Friday, July 15, 2016 10:29 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT must use S. Shilshole alternative

Name: Jon Connolly  
 Address 7310 Earl Ave NW Seattle, WA 98117

189 - 001 Thank you for your comment.

189 - 002 Your comment is noted.

189-001 | I live in Ballard and work at the University of Washington. I bike commute everyday on the Burke and I am forced to ride Shilshole twice a day to complete my commute. I see, on average, about one bad spill on the tracks every two weeks. I too have fallen victim to the tracks twice, the second resulting in a concussion and broken ribs. This section is very dangerous and needs to be fixed, and the best way to fix this is the South Shilshole alternative.

189-002 | The BGT must be kept in tact as an uninterrupted corridor from Golden Gardens to Bothell and the only way to accomplish this is the S. Shilshole alternative. On no other section does it veer off of the intended path and onto busy streets or business corridors. Not only are the other alternatives less safe, with more intersections and vehicle traffic, but they will impact the historical charm of Ballard and disrupt the farmers market.

Please do your job and put the Missing Link on S. Shilshole, where it was always intended to go.

**Letter No. 190**

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**From:** jnc stuff <jncstuff@hotmail.com>  
**Sent:** Tuesday, June 28, 2016 9:53 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Blue Line (Shilshole South Alternative) is the only sensible option

190 - 001 Thank you for your comment.

190 - 002 Your comment is noted.

190-001  
190-002

Please fully separate the bike lane from automobile traffic.

And consider building a parking deck to alleviate concerns about parking.

Sincerely,

Jonathan Jenkins  
(Ballard resident and former bike commuter)



**Letter No. 191**

**From:** Jonathan Scanlon <scanlon.jonathan@gmail.com>  
**Sent:** Wednesday, June 22, 2016 3:42 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Re: Burke-Gilman Trail Draft EIS Release

- 191 - 001 Thank you for your comment.
- 191 - 002 Your comment is noted.
- 191 - 003 Your comment is noted.
- 191 - 004 Your comment is noted.

191-001 Thank you for sending this. I prefer the Shilshole South alternative. Please approve and build that version of the Missing Link.

I am an active cyclist in decent shape and feel confident riding on most streets in our city, but the roads on the current section of the Missing Link are awful. We need a fix and we've waited long enough. Let's do it.

191-002 I've been on several rides with friends when someone has fallen while crossing the tracks near the Ballard Bridge. These spills aren't easy. I've helped patch up several friends on this section of road. We need to make this safer. Riding on Shilshole is the most direct route currently, but there's no good shoulder to ride on that is out of range of doors on the south/west side of the road nor out of range of cars pulling in to or backing out of spaces on the east/north side of the road. Currently, crossing over to Ballard Ave is one option, but crossing Shilshole to get there is dangerous. There's no good crossing. Then, if you're heading out to the Locks or Golden Gardens, you either have to get on the sidewalk at Market to head west or fight traffic to turn left at the light. There are too many cars at that light to make that left turn from Shilshole to Market safe for average riders, children, and families. The sidewalk option on the south side of Market is too narrow and too busy, and also is not viable for all users.

191-003 I also walk in this area often and visit the Ballard Farmers Market. The Ballard option is not viable because the trail would shut down every Sunday for the market. The trail needs to be open 24/7. My wife and I will often walk from our home in North Queen Anne to/from the Locks or from Golden Gardens, and the Shilshole South option will also be the best, safest, most direct path for walkers.

191-004 We need an option that is safe for all non-motorized users, safe for users of all ages and abilities, and an option that has the fewest road crossings, fewest interactions with cars, and is the most natural way through the Missing Link. The Shilshole South alternative meets all of these criteria. Please build it.

Jonathan Scanlon  
 2631 Mayfair Avenue N  
 Seattle, WA 98109

On Fri, Jun 17, 2016 at 3:55 PM, BGT\_MissingLink\_Info <[BGT\\_MissingLink\\_Info@seattle.gov](mailto:BGT_MissingLink_Info@seattle.gov)> wrote:

The Seattle Department of Transportation published the SEPA Draft Environmental Impact Statement (DEIS) for the Burke-Gilman Trail Missing Link Project yesterday, starting a 45-day comment period that ends August 1. We believe you may have an interest in this matter and we want to ensure you are well informed about the study and the comment process.

The DEIS and technical appendices are available to download from the project website: [www.seattle.gov/transportation/BGT\\_Ballard.htm](http://www.seattle.gov/transportation/BGT_Ballard.htm). Hard copies of the DEIS and appendices are also available to review at no cost at several branch libraries.

Four alternatives are addressed in the study, as well as some connecting segments that would make it possible to mix alternatives. The Draft EIS does not identify a preferred alternative between the four routes analyzed; the preferred alternative will be identified in the Final EIS, planned for publication in early 2017.

SDOT is hosting two open houses on July 14, from 6:00 p.m. to 9:00 p.m., and July 16 from 10:00 a.m. to 1:00 p.m. at the Leif Erikson Hall, 2245 NW 57<sup>th</sup> Street in Ballard. These meetings will be opportunities for the public to provide written and verbal comments.

We want to hear from people and this comment period is your opportunity to provide us with your thoughts on the environmental analysis and the merits of the alternative alignments. The attached Notice of Availability provides additional detail on how to review or obtain copies of the DEIS and how to submit comments.



Art Brochet

Communications Lead

City of Seattle [Department of Transportation](#)

O: [206.615.0786](tel:206.615.0786) | M: [206.852.8848](tel:206.852.8848) | [art.brochet@seattle.gov](mailto:art.brochet@seattle.gov)

**Letter No. 192**

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**From:** Judy Moise <mosea@comcast.net>  
**Sent:** Wednesday, July 13, 2016 3:10 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Blue Line option for completing the Burke Gilman

192 - 001 Thank you for your comment.

# blue line

192-001

Let's complete the missing link of the Burke-Gilman Trail using the option!!!

Judy Moise  
3714 Burke Ave N  
Seattle WA 98103

**Letter No. 193**

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**From:** Julia Hecht <julia.ann.hecht@gmail.com>  
**Sent:** Saturday, July 23, 2016 10:03 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke-Gilman Missing Link Blue Line

193 - 001 Thank you for your comment.

193-001

I urge you to choose the Blue Line option to complete the Missing Link of the Burke-Gilman Trail. It is the safest and most direct route through the the area. When my husband and I lived in North Ballard we often took approximately this route and look forward to the improvement that a designated bike route through this area would make.

Thanks for your consideration,

Julia Hecht

Sent from my iPad

**Letter No. 194**

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**From:** Julia V <queenjules@hotmail.com>  
**Sent:** Tuesday, July 05, 2016 2:57 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** burke bike trail in ballard: south shishole

194 - 001 Thank you for your comment.

To Whom It May Concern,

194-001

The South side of Shishole Ave is really the only common sense route for the bike trail connector. It is the most logical and direct option based on the endpoints of the trail, it would be the safest as it has the fewest intersections, confusing turns, and interaction with traffic. The continuity created would enable cyclists, joggers, and walkers a safer place that would have limited impact on vehicular traffic and increase use of the trail. This would be the best for the Ballard neighborhood and all Seattleites wishing to use the trail.

Thank you,  
Julia Velonjara

**Letter No. 195**

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**From:** Justin Mayo <justinmayo@gmail.com>  
**Sent:** Monday, July 25, 2016 10:46 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT Missing Link

195 - 001 Thank you for your comments.

195-001 | I support the South Shilshole alternative to complete the BGT Missing Link. I currently ride on Shilshole Ave in my daily commute. This is quite a dangerous road, and I have witnessed many close calls between cars/trucks and bicycles. I think to get bicyclists off this route, you need to chose the South Shilshole alternative as it is the shortest, most direct way to connect the BGT. If you chose another alternative, you will still have bicycles using the Shilshole road instead of going on Ballard Ave or Leary.

Thanks,  
Justin Mayo

**Letter No. 196**

**From:** Karin Kubischta <karin.kubischta@gmail.com>  
**Sent:** Wednesday, July 13, 2016 9:49 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke-Gilman Missing Link

Hi,

First off, thank you to you who are reading this. I appreciate that you are. I'm sure you're getting a lot of terrible emails. I know. I've worked email support.

196-001

Now, regarding the Burke-Gilman Missing Link options, Shilshole South is clearly the right choice. It's direct, it follows the natural line between the two sections of trail, and it doesn't go anywhere near the arterials of Market or Leary. Please build this option. As a cyclist, a pedestrian, and driver, this option makes the most sense to get people from point A to point B safely.

196-002

I was moved to look at the options following the Ballard Farmer's Market this weekend when I saw vendors wearing t-shirts that said "Save the Ballard Farmer's Market" and realized that there was an option that would route the BGT onto Ballard Ave. I thought, how terrible to pit the trail users against the market users! But then I looked at the Ballard Ave option, which appears to be a total joke, as it crosses Market Street twice. Why? Totally unnecessary, and the worst of the options.

Thank you for reading, and please finish the Burke, preferably using Shilshole South.

-Karin Kubischta

196 - 001 Thank you for your comments.

196 - 002 Your comment is noted.

**Letter No. 197**

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**From:** Kathy-Gmail <kjhseattle@gmail.com>  
**Sent:** Wednesday, July 13, 2016 3:47 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke Gilman Missing link

197 - 001 Thank you for your comment.

197-001

I would like to speak in favor of completing the Burke-Gilman Trail through Ballard, using the "blue line" route.

I am a 66-year old bicyclist who lives in Fremont. I would love to bike to Shilshole and Golden Gardens, but I am no longer nimble enough to dodge traffic. Seattle's network of bike trails should accommodate riders like me.

Sincerely,

Katherine J. Hall  
106 N. 42nd St.  
Seattle, WA 98103



**Letter No. 198**

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**From:** kaiwis@gmail.com on behalf of Katie Lewis <klewis@cs.hmc.edu>  
**Sent:** Monday, August 01, 2016 12:31 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke Gilman Missing Link

198 - 001 Thank you for your comment.

Please build the Burke Gilman Missing link ASAP. Of the four versions studied in the most recent EIS, please go with the southernmost route aka please go with the "Shilshole South Alternative." With the Shilshole South Alternative, trail users won't need to cross Shilhole which will be much less disruptive and it will be the most direct connection.

Without the missing link completed, the current experience is scary. Connecting the trail would provide a lot of value to a a lot of people. There is no excuse for how long it's taking us to get this done. I hope the most recent EIS is a sign that the city will move forward on this soon. Please please fix this already and do the right thing here on the route.

Thank you,

Katie

**Letter No. 199**

**From:** Ken Schiele <kenschiele@gmail.com>  
**Sent:** Friday, July 15, 2016 7:37 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Build something already. Anything

199 - 001 Thank you for your comment.

Howdy,

I remember when I first was confused while riding the BG trail & encountering the missing link - shortly after I moved to Seattle in ~'95. Over 20 years ago.

I live in West Seattle, so I really don't ride my bike on the BG trail that much and certainly not the "Missing Link" section. And I still get turned around / lost / confused pretty much each & every time I ride this section of the trail.

Since getting a job in Fremont 2 years ago, I commute by bike 2-3 days a week, and absolutely appreciate the bike route improvements made. There are still 'missing links' along my route, but the N-S bike lanes along 2nd Ave are a huge improvement. My wife works downtown as well, in the 4th and Pike building, so I have been making the occasional trip downtown by car for years. The intelligently timed lights for bikes, cars & pedestrians seems to have helped improve the flow of car traffic considerably.

I haven't followed the news/development on this closely, but I suspect any business objections - like having the trail connect = more bikes = more accidents from the local business trucks, are based on faulty assumptions. The current state of the trail is plain stupid, and any changes that make the routes more predictable will be good.

Don't let the perfect be the enemy of the good. Don't drag this out another 20 years, as could be expected from typical Seattle politics. Get the input, negotiate with the stakeholders, make a decision and let the chips fall where they may.

Good luck,

Ken S.  
 --  
[kenschiele@gmail.com](mailto:kenschiele@gmail.com)  
 206-992-2819  
 --

199-001

**Letter No. 201**

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**From:** Kirk Griffin <kirk.griffin@outlook.com>  
**Sent:** Monday, July 04, 2016 7:30 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke-Gilman trail missing link

201 - 001 Thank you for your comment.

201-001

I support Cascade Bicycle Club's proposal for a completing the BG trail in Ballard—the most direct and efficient route.

Kirk Griffin  
7845 SE 73<sup>rd</sup> Place  
Mercer Island, WA 98040

**Letter No. 202**

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**From:** Kriston McConnell <kriston.mcconnell@gmail.com>  
**Sent:** Sunday, July 17, 2016 10:35 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke Gilman Missing Link

202 - 001 Thank you for your comment.

202-001 | I would love to see the extension completed. I travel through Ballard on my commute and I would feel much safer riding my bike with the extension of the path. I have a few coworkers who do the same and would appreciate the safety that comes with a pedestrian/bicycle pathway.

Sent via carrier griffon

Letter No. 203

203-001



**Comment Form**  
 BURKE-GILMAN TRAIL MISSING LINK PROJECT  
 Draft Environmental Impact Statement (EIS) Public Hearings:  
 July 14 and 16, 2016

Please share your comments on the Draft EIS. Use back page if needed.

I am in favor of the Leary Alternative Route.  
 I am a owner of a fishing vessel and we do our  
 repair work at Pacific Fishermen shipyard and  
 have been using the facility for over thirty  
 years. The traffic in and around the yard  
 and Ballard has gotten worse with all the  
 new building in Ballard. The Leary ALT would  
 be the best route for the trail to separate  
 the bikers from the commerial traffic. Big  
 truck and bikers don't mix, injuries + accidents  
 will happen if you squeeze them all together. You  
 need to protect the business and protect the bikers.

Commenter information

Name: Lance Farr

Address: 9304 26th Pl SW Seattle WA 98107

Email: ffish@hotmail.com

Do you wish to be added to the project's email list? Check box:

Email: BGT\_MissingLink\_Info@seattle.gov  
 Mail: Scott Kubly, SDDT Director, PO Box 34996, Seattle, WA 98124-4996

203 - 001 Thank you for your comment.

**Letter No. 204**

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**From:** Lee Roberts <leesroberts@gmail.com>  
**Sent:** Wednesday, July 13, 2016 2:41 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke Gilman Trail options

204 - 001 Thank you for your comment.

204-001

I will not be able to attend the public meetings about the options studied in the DEIS, but I would like to voice my preference for the Shilshole South Alternative. Having worked in the neighborhood of the Missing Link, I am familiar with the streets in this area, and none of the other alternatives is a great solution for the trail. The other alternatives have significant pedestrian/bike/car conflict points, and so I feel the Shilshole South alternative is most in keeping with the character and promise of the larger Burke Gilman trail, and with Seattle's goals for the bike network.

Thank you,  
Lee Roberts  
Zip code 98103

**Letter No. 206**

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**From:** Leif Espelund <leif.espelund@gmail.com>  
**Sent:** Monday, July 25, 2016 10:15 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Build the Shilshole South Alternative

206 - 001 Thank you for your comment.

206-001

I strongly support the Shilshole South Alternative for finally completing the Burke-Gilman Trail (BGT) missing link. This is the safest and most direct option. Any of the other options would lead to users choosing to ride directly on Shilshole which would increase risk of injury and negative interactions with motorists.

Let's get this done.

--  
Leif  
(206) 334-8890  
"People are broad-minded. They'll accept the fact that a person can be an alcoholic, a dope fiend, a wife beater and even a newspaperman, but if a man doesn't drive, there's something wrong with him."  
- Art Buchwald

**Letter No. 207**

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**From:** Lisa Enns <ldenns@gmail.com>  
**Sent:** Tuesday, July 12, 2016 2:07 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke Gilman Missing Link Comments

207 - 001 Thank you for your comment.

I can't attend any of the meetings, but here are my comments:

1. Build the trail now.
2. Build it on Shilsole (Shilsole south alternative)
3. Personal anecdote: One of my bike-shy friends wanted to ride to Golden Gardens about a year ago, but she got to the end of the trail at Fred Meyer and didn't know what to do. So she rode home, got in her car, and drove to the park. We really, really need this link.

Please add my comments to the pile:)

LISA ENNS

[ldenns@gmail.com](mailto:ldenns@gmail.com)  
206.276.0413

207-001



**Letter No. 208**

**From:** Lizette Hedberg <lboberg12@hotmail.com>  
**Sent:** Wednesday, June 22, 2016 1:47 PM  
**To:** BGT\_MissingLink\_Info  
**Cc:** 'Lizette Hedberg'  
**Subject:** Build the Missing Link Now

208 - 001 Thank you for your comment.

Hello,

Thank you for another lovely Open House opportunity, but "Shilshole Ave NW is the most direct route between the two ends of the existing BGT", so YES- I approve, Build that now! No need to look at this again or continually talk, talk, spend, spend.

We ride with the business trucks now and will continue to and you have the opportunity to make it safer when we do this, so finish the Trail Now please.

Please stop the politics, wasting payer money and pandering to a handful of greedy businesses men. Build the Ballard Missing Link now, save lives, increase multi-mode transportation, save the environment, increase the value of our region by building healthy vibrancy.

Thank you,  
 Lizette

208-001

**Letter No. 209**

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**From:** Lyon Terry <lyonterry@yahoo.com>  
**Sent:** Saturday, June 18, 2016 10:31 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Build the missing link

209 - 001 Thank you for your comment.

209-001 | With only 4 street intersections in play, clearly the Shilshole South route is the best alternative. Please get this in the works as soon as possible. It is about safety! I bike this route all the time and currently it is not a safe way to go. We can and should do better. The cultural and economic impacts of finishing this trail are huge. Let's do it!

Lyon Terry  
4323 29th Ave. W  
Seattle, WA 98199

Cell:206-612-9653

**Letter No. 210**

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**From:** Marc Waite <mcwaite@gmail.com>  
**Sent:** Monday, July 18, 2016 6:35 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Blue Line Please

210 - 001 Thank you for your comment.

210-001

I would like to cast my vote for the blue line. I see it as the most logical choice out of the options provided.

Thank you!  
Marc Waite

**Letter No. 211**

**From:** Margy Zimmerman <mzinfo@yahoo.com>  
**Sent:** Saturday, July 16, 2016 5:38 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke-Gilman Trail Missing Link Project

211-001

After attending Saturday's presentation on the "missing link project", my husband and I have come to a meeting of the minds regarding the best solution to the problem of the Ballard link. The objective is to assist in joining the interests of bike trail users to the interests of a neighborhood concerned for the preservation of our much loved landmark area.

Why not bike to, not through our landmark district? Why not enhance the biking experience by stopping to rest, enjoy and support our unique cafes, restaurants, shops and Sunday Market?

211-002

Using the "Map of Build Alternatives", it seems that establishing a mix and match route connecting the *Shilshole North Alternative* by way of the *20th Street Connector Segment* to the *Leary Alternative* and continuing west on either *Market* (could use a makeover), *56th* or *Shilshole South* would be the best option. Setting up bike racks close to Ballard Avenue merger points could both encourage bikers to stop and shop at our unique businesses, as well as, absolve local angst over unnecessarily destroying the streetscape character of our wonderful historic district.

211-003

We see only positives here; the final project link that  
 - mitigates Shilshole waterfront industry safety concerns  
 - encourages business in Ballard  
 - sends a clear message from the city to the neighborhood that our landmark area matters.

We appreciate the opportunity for input,

Margy & Norman Zimmerman  
 5650 24th Ave NW Unit 511  
 Seattle, WA 98107  
 mzinfo@yahoo.com

Note: Sending a hard copy just in case. m

211 - 001 Thank you for your comment.

211 - 002 Your comments are noted. Please refer to Section 1.4.2 of the FEIS for a discussion of the process for selecting the Preferred Alternative, which is a combination of the Shilshole North and Shilshole South Alternatives. SDOT chose the Preferred Alternative as it best meets the project objectives of completing the Missing Link with a safe, direct, and defined multi-use trail and maintaining truck and freight facilities and access that support industrial and water-dependent uses.

211 - 003 Your comment is noted.

**Letter No. 212**

**From:** mark a. foltz <markafoltz@alum.mit.edu>  
**Sent:** Tuesday, July 05, 2016 4:57 PM  
**To:** BGT\_MissingLink\_Info  
**Cc:** O'Brien, Mike  
**Subject:** Burke Gilman Trail EIS Comments

SDOT, cc: CMM O'Brien,

I am writing to voice my support for rapid completion of the Shilshole South alignment for the Burke-Gilman Missing Link as detailed in the Missing Link EIS.

The Missing Link has caused countless and needless injuries to people biking during the twenty year delay resulting from endless litigation by a few disgruntled businesses.

The Shilshole South alignment is the desire line for people biking who wish to traverse Ballard via the trail, and directly addresses the most serious safety problems along NW 45th St and underneath the Ballard Bridge. It also improves freight mobility, even compared to the no-build alternative, leaving these businesses no room to argue against it.

The other alignments all have serious issues that should take them off the table:

- The no build option is not acceptable for obvious reasons.

- The Shilshole North alignment does not address the serious safety issues posed by NW 45th and is not a trail: it runs through signalized intersections along Market St.

- The Ballard Ave alignment makes no sense given the presence of the Ballard Farmer's Market and the historic district in downtown Ballard.

- The Leary Way alignment is not a trail. Leary Way and Market St. need safety improvements but that is a different complete streets project and not the Missing Link.

My son and I bike this route often and we dread the Missing Link every time. For everyone's sake, complete the Missing Link using the Shilshole South alignment as soon as possible. The EIS is finally done. The funds are available from Move Seattle. The time is now and we can't wait.

Mark A. Foltz

212 - 001 Thank you for your comment.

212 - 002 Your comment is noted.

212 - 003 Your comment is noted.

212 - 004 Your comment is noted.

212 - 005 Your comment is noted.

212 - 006 Your comment is noted.

212-001  
212-002  
212-003  
212-004  
212-005  
212-006

**Letter No. 213**

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**From:** Mark Parker <mark@markparkerarchitects.com>  
**Sent:** Friday, July 15, 2016 11:28 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** build it already

213 - 001 Thank you for your comment.

213-001

My preference would be for the blue option, along shilshole ave nw as it is the most direction connection between both ends of the existing trail.



**Letter No. 214**

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**From:** Mary Ann Mundy <mamundy@me.com>  
**Sent:** Saturday, July 16, 2016 11:09 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT Route

214 - 001 Thank you for your comment.

214-001

My husband and I definitely favor the Shilshole South route.  
It is more straight forward without a lot of turns, and has less impact on freight movement.  
The status of the current "route" with railroad tracks to navigate is dangerous.

It is a shame so much has been spent to thwart building trail instead of accomplishing it.

Mary Ann & Bill Mundy

**Letter No. 215**

**From:** Mary Slavkovsky <msslavkovsky@gmail.com>  
**Sent:** Tuesday, August 02, 2016 12:36 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Ballard Burke-Gilman

215 - 001 Thank you for your comment.

Dear SDOT,

Thank you for your work on the missing link.

I believe the Shilshole South Alternative is the best option for the trail. My second choice is Shilshole North. I use the Burke Gilman mostly for biking and occasional strolling. These two routes seem the best in terms of a more peaceful, less interrupted, route. I worry about car traffic with both the Leary and Ballard Ave routes, as well as feel they are too in the middle of commerce. The thing I enjoy most about the Burke Gilman is that, though in the middle of the city, it feels out of the city. It follows the water and more natural areas. Putting through Ballard's commerce area is not the same experience. (I should mention I live in Ballard and am familiar with Leary Ave and Ballard Ave.)

Thank you for considering my comments. I look forward to the new trail.

Take care,  
 Mary Slavkovsky

215-001



**Letter No. 216**

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**From:** Michael Jaworski <michaelj@webcitymedia.com>  
**Sent:** Thursday, July 14, 2016 5:55 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke Gilman Missing Link

216 - 001 Thank you for your comment.

Scott Kubly,

216-001 | I favor the Blue Line for my personal safety and the safety of others. Reducing the mix of cars and bikes is essential to the safety of everyone. Another factor is the complexity of the route. If the route is too complex riders will take short cuts. It is human nature to want to go direct. Having been a biking resident in Ballard I can only support the Blue Line as the safest and most pragmatic route.

Michael Jaworski  
(206) 217-0500

**Letter No. 217**

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**From:** Michael H Murray <mhmurray@uw.edu>  
**Sent:** Wednesday, July 06, 2016 4:40 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Build the damn trail already!

217 - 001 Thank you for your comment.

217-001 | Please just pick a path and build the BGT segment through the missing link. How many people need to be injured in this section before it becomes a priority? Evidently hundreds. It's just inexcusable that it's taken this long.

Michael

**Letter No. 218**

**From:** Michael Redman <redmanmc@comcast.net>  
**Sent:** Friday, July 22, 2016 10:06 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke Gilman Trail Missing Link Comments

Thanks for the opportunity to comment. Prior to retiring I commuted to work several times a week from Sunset Hill neighborhood over the Ballard Bridge. I also use surface streets and the Burke Gilman for pleasure rides towards points East (Fremont, University District, etc.).

I would offer these observations (I'm sure made many times by many other people):

- In general, bicycle commuters are going to take the shortest/quickest route available, regardless of designated bicycle routes. So, regardless of where the Burke Gilman is located, commuters coming from North and West of Market and 24<sup>th</sup>, headed toward Fremont and/or points East will use Shilshole Ave NW (or a trail parallel to Shilshole). At a minimum a bike lane on Shilshole going South is necessary. Note that headed from Sunset Hill toward the Ballard Bridge, I would turn left off Shilshole onto Ballard Ave soon after 24<sup>th</sup> and Market to avoid making a left across traffic at 17<sup>th</sup>. I don't know what the suggested way to reach the Ballard Bridge would be from a South Shilshole option.
- Shilshole is already very heavily used by bicycle commuters. Running the Burke Gilman in that corridor may increase bicycle and foot traffic on the weekends and after work, but will probably not significantly increase the number of bicycle commuters, i.e. will not significant increase the interaction between bicyclist and trucks accessing the businesses on the West of Shilshole during business hours.
- Headed North on Shilshole, the intersection at 17<sup>th</sup> can be dangerous and the intersection at 24<sup>th</sup> and Market, particular when trying to turn left onto Market, is difficult. This is significant because commuters headed North on 24<sup>th</sup> are going to continue to use Shilshole. I don't know what the suggested way to would be to go North on 24<sup>th</sup> from a South Shilshole option.
- The West side of Shilshole is one of the few places parking in Ballard is available, particularly for evening venues of the restaurants and pubs. It is very heavily used. I don't know of any options for people coming to spend an evening in Ballard. I think any significant reduction in parking availability would very negatively impact the businesses which depend upon the evening crowd.

So I would vote for the South Shilshole option with some provisos:

- Provide a suggested way from the Burke Gilman to the Ballard Bridge.
- Provide a suggested way from the Burke Gilman Northbound onto 24<sup>th</sup> Ave NW.
- Most importantly preserve all, or as much as possible, of the parking along the West side of Shilshole.

218 - 001 Thank you for your comments.

218 - 001 Thank you for your comment.

218 - 002 Your comment is noted.

218 - 003 Your comment is noted. Intersection crossings should be made at marked intersections and signals where possible. Under the Preferred Alternative, trail users would need to cross Shilshole Ave NW at the signal at Market St, and then cross Market St at the signal.

218 - 004 Your comment is noted. Parking impacts, along with measures to avoid and minimize the loss of parking, for each of the Build Alternatives can be found in Section 8.3 of the FEIS.

218 - 005 Your comments are noted.

218-001

218-002

218-003

218-004

218-005

**Letter No. 219**

**From:** Millie Magner <milliemagner@gmail.com>  
**Sent:** Wednesday, July 13, 2016 8:09 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke Gilman Trail

219 - 001 Thank you for your comment.

219-001

The **BLUE LINE** option is the only safe and logical choice for completing the “missing link” section of the Burke Gilman Trail. I support this option based on years of bicycling in Seattle. My riding has been for my commutes, recreation and for research as the former “Seattle Bicycle Examiner.” Over the past few years I have written numerous articles covering the “Missing Link” for my columns on the discontinued Examiner.com.

Please choose the **BLUE LINE** option and get the trail completed!

Sincerely,

**Millie**

Millie Magner  
[milliemagner@gmail.com](mailto:milliemagner@gmail.com)

**Letter No. 220**

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**From:** nathan soccorsy <nsoccorsy@yahoo.com>  
**Sent:** Wednesday, July 13, 2016 10:44 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Fw: BGT Missing Link

220 - 001 Thank you for your comment.

As a clarification to my comment below, the Shilshole South Alternative is the only logical alignment for the completion of Burke Gilman Trail "Missing Link" and should be selected and constructed without delay.

220-001

----- Forwarded Message -----  
**From:** nathan soccorsy <nsoccorsy@yahoo.com>  
**To:** "BGT\_MissingLink\_Info@seattle.gov" <BGT\_MissingLink\_Info@seattle.gov>  
**Sent:** Friday, July 1, 2016 1:32 PM  
**Subject:** BGT Missing Link

To whom it may concern:  
Do not delay in constructing the missing link of the Burke Gilman Trail.

Thank you,

Nathan Soccorsy  
Ballard Resident

**Letter No. 221**

**From:** niall <niall\_dunne@hotmail.com>  
**Sent:** Wednesday, June 29, 2016 12:02 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT Missing Link - comment

221 - 001 Thank you for your comment.

221-001  
 Dear SDOT,  
 I'm a Ballard resident and commuter cyclist. I use the Burke Gilman Trail to travel to and from work (in Montlake) each day of the week. I fully support the Shilshole South Alternative route for the trail. This seems to be the safest and most sensible route. The other three alternatives appear to force cyclists onto the road, increasing risk of collision with car traffic. They also go against the spirit of the BGT as an urban multi-use biking and pedestrian corridor.  
 Thanks & best regards,  
 Niall Dunne  
 Seattle, WA 98107

**Letter No. 222**

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**From:** Nicholas Weikel <nicholasweikel@gmail.com>  
**Sent:** Wednesday, June 22, 2016 2:21 PM  
**To:** BGT\_MissingLink\_Info

222 - 001 Thank you for your comment.

222-001 | Please build the missing link.

- Nicholas Weikel  
5450 Leary Ave NW APT 650

**Letter No. 223**

**From:** Nicholas Sharp <nds1982@yahoo.com>  
**Sent:** Tuesday, June 28, 2016 6:42 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke-Gilman Trail missing link feedback

SDOT Project Director,

223-001 | I am not a bicycle lobbyist nor am I associated with any of the businesses along Shilshole Blvd. I am offering up what I think is a fair compromise and in the best interests of Seattle in resolving the Burke-Gilman Trail Missing Link issue.

> I think the trail needs to be completed.

223-002 | > I think the businesses along Shilshole Blvd having good paying jobs with benefits need to be kept viable. It is important for Seattle to have diversity in its jobs to make its people diverse and keep its economy safe so that it is not reliant on a single industry, like high tech, in case one area of the economy should flounder, other industries can keep the Seattle economy stable.

223-003 | > I think bicycle and pedestrian routes like the Burke-Gilman are important to providing transportation alternatives and keeping them separated as much as possible from traffic that moves at a much different speed, making mixing them together a more dangerous approach.

Here is what I think is a fair solution that address the above concerns.

I favor a mix of the Leary alternative and the Shilshole Ave North alternative with these specifics:

223-004 | Starting at the west end of the link -  
 The Leary option should be used on the South/West side of the street until reaching 17th Ave NW.

At 17th Ave NW the trail should turn South on the West side of the street until reaching Shilshole Ave NW.

At Shilshole Ave NW the trail should turn East on the North side of the street until reaching NW 46th Street.

At NW 46th St the trail should turn East on the North side of the street until reaching 11th Ave NW.

At 11th Ave NW the trail should run South on the East side of the street until reaching NW 45th St where it would connect with the existing Burke-Gilman trail.

223 - 001 Thank you for your comments.

223 - 002 Your comment is noted.

223 - 003 Your comment is noted.

223 - 004 Your comments are noted. Please refer to Section 1.4.2 of the FEIS for a discussion of the process for selecting the Preferred Alternative, which travels along NW Market St, Shilshole Ave NW, and NW 45th St. SDOT chose the Preferred Alternative as it best meets the project objectives.



223-004 | This solution uses existing streets that have enough room to accommodate the trail and have lower volumes of traffic. Even NW Market St has traffic that moves slower and has less volume of traffic than Shilshole Ave NW, and the cross traffic is much better controlled as there are many fewer points where traffic is trying to enter the street.

Thank you for your consideration.  
Nicholas Sharp  
10351 12th Ave NW  
Seattle 98177

**Letter No. 224**

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**From:** Nick Wagner <nickwagner@mac.com>  
**Sent:** Sunday, July 03, 2016 6:37 PM  
**To:** BGT\_MissingLink\_Info  
**Cc:** Bette Pine; Emily Wagner  
**Subject:** Burke-Gilman Missing Link

224 - 001 Thank you for your comment.

Dear Director Kubly:

I support completion of the Missing Link of the Burke-Gilman Trail in Ballard. I have reviewed the proposed alternatives, and I prefer the Shilshole South Alternative.

Nick Wagner  
3227 37th Ave S  
Seattle, WA 98144  
206-227-2639  
nickwagner@mac.com

224-001

**Letter No. 225**

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**From:** Nicole Bradford <nicolebradford@gmail.com>  
**Sent:** Monday, August 01, 2016 4:14 PM  
**To:** BGT\_MissingLink\_Info

225 - 001 Thank you for your comment.

225-001 | I'm so excited for the missing link to be completed. Thank you for your work and please continue prioritizing the safety and ease of cyclists. I'm a casual cyclist who prefers dedicated trails and greenways to pull my kids in a bike trailer. Incremental progress on the missing link has improved my routes through the neighborhood but have left a lot to be desired. Let's get this done! Thank you

**Letter No. 226**

**From:** Nicole Greer <niki.greer@gmail.com>  
**Sent:** Monday, July 04, 2016 9:42 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Ballard Farmers Market

226 - 001 Thank you for your comment.

226-001

My name is Nicole Pawlik and I currently reside in Ballard and have done so for the past 20 years. I have watched the market from its inception to the wonderful, beautiful, peaceful place it now offers the the city. I look forward to every Sunday so I can walk my dogs down to Ballard Ave and choose my groceries for the week. I full heartedly believe that turning this Market into a trail for the Burke Gilman will not only undermine the value of the Ballard Market that has spent so many years making a name for themselves there, but for all of the businesses on the street, who fare extremely well during market times is not a good idea. I STRONGLY vote no on this action.

Nicole Pawlik  
 6201 9th Ave NW  
 Seattle Wa 98107

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 "You're alive. That means you have infinite potential. You can do anything, make anything, dream anything. If you change the world, the world will change." - Neil Gaiman

**Letter No. 227**

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**From:** Olga Kachook <olgakachook@gmail.com>  
**Sent:** Thursday, June 23, 2016 1:50 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Build the Shilshole South Alternative

227 - 001 Thank you for your comment.

Hello,  
I'd like to weigh in on the missing link of the Burke-Gilman trail, and to wholeheartedly support the Shilshole South Alternative.

227-001

As the Seattle Bike Blog notes:  
Since the Seattle City Council first approved the Missing Link back in 2003, we have allowed an estimated 293 people to go to the hospital in just these couple blocks, some of whom have been left with lifelong injuries.

Further delays are unacceptable- build the missing link using the proposed Shilshole south alternative!

Thank you,  
Olga

**Letter No. 228**

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**From:** Paul Chapman <paulfchapman@hotmail.com>  
**Sent:** Wednesday, July 13, 2016 12:49 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Build the trail-Shilshole South Option

228 - 001 Thank you for your comment.

228-001 | I'm writing in support of the Shilshole South option for completing the Burke Gillman trail. We've had this gap for 20 years and it's time to close it with the safest and most direct option.

Finish the trail on Shilshole south.

Thanks  
Paul Chapman  
3509 Densmore Ave N

**Letter No. 229**

**From:** Paul Tomita <paultomita@gmail.com>  
**Sent:** Wednesday, July 13, 2016 12:40 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT Missing Link

To Scott Kubly, Director  
 Seattle Department of Transportation  
 c/o Mark Mazzola, Environmental Manager

- 229 - 001 Thank you for your comments.
- 229 - 002 Your comment is noted.
- 229 - 003 Your comments are noted.

229-001 | Please build the Shilshole South Alternative (SSA) through the missing link portion of the Burke Gilman Trail in Ballard. All you have to do is look at the alignments on a map to know that this is the only alternative that is logical. It is the shortest, most direct connection between the two broken pieces of trail. It requires the fewest signs and wayfinding skills. All of the other routes require crossing multiple arterial and secondary streets. Intersections are by far the most likely place for accidents of all kinds. The crossing traffic on SSA is by far the most minimal both in terms of number of crossings of street intersections and curb cuts to parking or driveways; and total number of vehicles crossing the trail.

229-002 | The only reason the other options are even on the table is the political muscle of the few businesses that are along side SSA. They claim safety concerns of concrete trucks crossing a bicycle path. But there are two precedents along the BGT itself, not to mention countless other examples. Lakeside Industries Inc in Fremont and Kenmore Asphalt Materials in Kenmore both send numerous big concrete, dump and asphalt trucks across the trail every day with very few incidents. I suspect what they are really trying to protect is the free parking they currently enjoy along the unimproved right of way. All of the other alternatives will impact a far greater quantity of businesses and traffic than these few loud voices.

229-003 | Building the missing link along Leary, Market, Ballard Avenue or 56th is a big mistake. Please, let's get on with the only real option: Shilshole South Alternative.

I am a daily bicycle commuter and have been for decades. My trips take me within Ballard and along the BGT part of the way to First Hill or downtown. I spent 6 years on the Seattle Planning Commission around the turn of the millenium and am used to weighing multiple factors to reach a well founded decision. I would be happy to go into further detail on why SSA makes the most sense if you would like further discussion.

Thank you,  
 Paul Tomita  
 1707 NW 67th St  
 Seattle, WA 98117

**Letter No. 230**

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**From:** Paul Weiden <plweiden@aol.com>  
**Sent:** Wednesday, July 13, 2016 6:57 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Blue line

230 - 001 Thank you for your comment.

230-001 | I just rode the B-G trail and turned around where it now ends, uncertain where to go safely.  
**PLEASE FINISH THE TRAIL. AND USE THE BLUE LINE.**

Thanks!

Paul L. Weiden, MD  
2028 Fairview Ave East  
Seattle, WA 98102  
206 755-0915  
FAX: 206 568-6149  
[plweiden@aol.com](mailto:plweiden@aol.com)



**Letter No. 231**

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**From:** Peggy J. Printz <peggyjprintz@gmail.com>  
**Sent:** Thursday, July 14, 2016 9:27 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** another vote for Shilshole South

231 - 001 Thank you for your comment.

231-001 | Hello, please decide in favor of the "Shilshole South Alternative" when you complete the "Missing Link" in the Burke-Gilman Trail through Ballard.

Thank you,  
Peggy J Printz  
7729 57th Ave NE  
Seattle 98115

**Letter No. 232**

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**From:** P Sproed <sproed@gmail.com>  
**Sent:** Friday, July 08, 2016 6:38 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT Missing Link Comments

232 - 001 Thank you for your comments.

I'm in favor of the Shilshole Alternative.

232-001

The Ballard Ave Alternative is a poor choice because puts the bikes in conflict with other Ballard activities such as the farmers market, street parking and shops.

The Leary Ave Alternative is a poor choice - it goes too far out of the way. With the Leary Ave Alternative cyclist will simply stay on Leary.

Thanks,  
Perry Sproed  
3810 Burke Ave N  
Seattle, 98103

**Letter No. 233**

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**From:** pasinger@comcast.net  
**Sent:** Friday, July 15, 2016 12:00 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke Gilman Trail Missing Link Project: Comments on draft EIS

233 - 001 Thank you for your comment.

233-001 | As a frequent bike rider in Ballard, I strongly support the Shilshole South route as a safe and direct missing link extension to the multi-user Burke Gilman trail.

The other alternatives are useful for future consideration as protected bike lanes or cycle tracks through Ballard. These other alternatives do not provide the multi-user character of the rest of the Burke Gilman trail.

Thank you,  
Phillip Singer  
7771 57th Ave NE  
Seattle, WA 98115

**Letter No. 234**

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**From:** Randy Miller <rmiller35@gmail.com>  
**Sent:** Monday, July 04, 2016 5:10 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT Missing Link

234 - 001 Thank you for your comment.

234-001 | The Shilshole South Alternative is the best way to connect the sections of the existing trail . As a bike rider, I really prefer this option because it is the most direct way to connect the trail and also this will have less traffic than the other alternatives.

Randy Miller  
1740 Aurora Avenue North  
Seattle

**Letter No. 235**

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**From:** Richard Becker <rbeckersea@aol.com>  
**Sent:** Sunday, July 24, 2016 7:55 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke-Gilman missing link

235 - 001 Thank you for your comment.

235-001 | I support the completion of the missing link of Burke-Gilman trail and prefer the Shilshole Ave NW alternative.  
Thank you for considering my preferred route.

Richard Becker  
6822 32nd Ave NE  
Seattle, 98115

**Letter No. 237**

**From:** Robert Cherry <rcherrynw@hotmail.com>  
**Sent:** Sunday, July 31, 2016 10:09 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Approve Shilshore South Alternative

237 - 001 Thank you for your comment.

237 - 002 As noted in Section 8.3.2 of the FEIS, City policy prioritizes transit and mobility over parking and is moving toward limited parking requirements for new development.

237-001 For the Burke-Gilman Missing Link, the Shilshore South Alternative is best. It's the most direct, the shortest, it avoids the treacherous train tracks near Ballard Bridge, and it would benefit pedestrians as well as cyclists. It also involves the fewest intersections with cars and trucks, and would benefit from the signal at 17th Ave NW and Shilshole Ave NW. The light would help tame sometimes speeding car and truck traffic on that stretch.

237-002 It's true that parking spaces would be lost. I live in the Ballard Urban Village area five blocks north of Shilshole. Often, the Seattle Planning and Development allows larger multi-family new structures to be built in the area with no on-site parking requirement, so it appears that the City does not see the net loss of parking to be an immediate concern.

Best Regards,

Robert Cherry  
 2231 NW 60th Street  
 Seattle WA 98107  
 206-782-7758

**Letter No. 238**

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**From:** Robert Neely <robert.neely2@gmail.com>  
**Sent:** Monday, June 27, 2016 11:55 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BUILD THE MISSING LINK NOW

238 - 001 Thank you for your comment.

238-001 | I offer the following comments regarding the Burke-Gilman Trail Missing Link Project DEIS:  
The Ballard Ave alternative is completely unworkable. Select the Shilshole South alternative and BUILD IT.  
Enough is enough. Let's get this done.

Sincerely,

Robert Neely  
3621 40th Avenue West  
Seattle 98199

**Letter No. 239**

**From:** Robert Norheim <norheim@u.washington.edu>  
**Sent:** Thursday, July 28, 2016 12:32 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Build Shilshole South

- 239 - 001 Thank you for your comments.
- 239 - 002 Your comment is noted.
- 239 - 003 Your comments are noted.

Thank you for the opportunity to comment on the Draft EIS for the long overdue completion of the Burke-Gilman Trail through Ballard.

239-001

I ride my bicycle almost daily on my commute to work, using a segment of the Burke-Gilman trail in NE Seattle. A primary consideration for my house purchase 19 years ago was a good cycle commute to my job. I also regularly use longer segments of trail for recreational bike rides. Most of these rides on the trail are to the north rather than to the west, largely due to the Missing Link preventing longer safe rides to the west. I would love to be able to safely ride to Golden Gardens, but the safety issues surrounding the Missing Link discourage my use.

239-002

The number of injuries on the Missing Link that have occurred while the Ballard Chamber of Commerce has litigated this obvious safety improvement is unconscionable, and any further delay in building the trail segment is still worse.

Please build the Shilshole South Alternative, as the obvious choice.

239-003

This alternative is superior in that it most improves safety and connectivity for cyclists, cars and trucks, and pedestrians. Freight mobility will be negligibly affected. It crosses the fewest number of driveways (other than the Leary alternative), intersections, and signals compared to the other alternatives. It has less transit impact, and does not have the negative interactions with pedestrians that the Ballard Ave and Market Street alternatives have. It is the obvious direct route for cyclists, requiring fewer turns and traffic lights. If one of the other less desirable alternatives is selected, cyclists will still continue to use (and get injured on) Shilshole in order to avoid extra turns, waits at traffic lights, and conflicts with pedestrians. It is thus best to add the separated path on Shilshole to avoid further injuries there.

--Robert Norheim

6221 36th Ave NE  
 Seattle, WA 98115  
 norheim@uw.edu



**Letter No. 240**

**From:** Ron Dickson <rdickson7@comcast.net>  
**Sent:** Sunday, July 10, 2016 3:20 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Ballard Sunday Market vs Burke Gilman

Here's what I propose as a solution to all parties.

My understanding of the resistance to the Shilshole South bike route on the part of local business owners is the very real potential of accidents when bikes and working construction vehicles claim the same space.

How about this: in the same manner that Ballard Avenue is open to vehicles 6 days of the week but closed on Sunday's for the Sunday Market, route the bike trail along Ballard Avenue Monday through Saturday, and on Sundays reroute it back to Shilshole South. This would not negatively impact either the Sunday Market or the local maritime and construction businesses since most if not all of them would be closed on Sunday's regardless.

Trail improvements are another issue but if something similar to what I've suggested were approved, it just might work for everyone.

RD  
 Ron Dickson  
 7012 10th Ave. NW  
 Seattle, WA 98117  
 rdickson7@comcast.net

240 - 001 As noted in Section 1.2 of the FEIS, one objective of the project is to improve predictability for motorized and nonmotorized users along the project alignment. Rerouting the trail on different days of the week would cause confusion to both motorized and nonmotorized users and reduce predictability along the route.

240-001

**Letter No. 241**

**From:** Ruth Kennedy <rakcasa@hotmail.com>  
**Sent:** Tuesday, July 05, 2016 9:32 AM  
**To:** BGT\_MissingLink\_Info  
**Cc:** 'Markus Glunz'  
**Subject:** Burke Gilman Trail: Comments on Proposal

241 - 001 Thank you for your comment.

I am writing to support the Shilshole South route as the most direct and logical way to complete Burke Gilman Trail. I am also very concerned by the proposal that the trail go down Ballard Avenue. The Ballard Avenue option makes no sense.

241-001

Ballard Avenue is a unique treasure in Seattle. It is not used as a thoroughfare right now and has minimal traffic. As a result, it allows people to move freely around this area full of shops, bars, and restaurants, creating the closest we have to a truly pedestrian friendly business zone in Seattle. If you have ever tried to cross the Burke Gilman trail by foot in Fremont, you would realize that it requires you to pay a lot of attention to fast moving bikes – and can be a challenge for families with small children or elders. Luckily in Fremont, the trail’s location does not require you to cross often, that would not be true on Ballard Avenue. Please save this unique pedestrian friendly treasure and put the Burke Gilman Trail in a location that makes sense for moving bike commuters efficiently through the city.

Thanks,  
 Ruth Kennedy

**Letter No. 242**

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**From:** Sarah <sl.vincent@yahoo.com>  
**Sent:** Sunday, July 10, 2016 3:30 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT "missing link"

242 - 001 Thank you for your comment.

242 - 002 Your comment is noted.

242-001 obviously choose the Shilshole South Alternative. no need to disrupt he higher number of businesses on the other 3 routes, especially the Ballard Farmers Market. also, the Shilshole South alternative is much more scenic (which is what you want on a bike trail) and safer, seeing as how it goes into FAR LESS major streets and intersections.  
242-002 Thanks  
Sarah Vincent  
Totally Sent from my iPhone, ya'll.

**Letter No. 243**

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243 - 001 Thank you for your comment.

**From:** scott granlund <sgranlund@gmail.com>  
**Sent:** Tuesday, July 12, 2016 1:02 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT missing link opinion

243-001

To Whom It May Concern,

I am writing today advocate for the completion of the Burke-Gilman Trail.

In my experienced opinion (50 years of cycling), the best route to fill in the "missing link" would be:

"Shilshole South Alternative"

Thanks so much for your time,  
Scott Granlund

Scott Granlund  
8612 Wabash Avenue South  
Seattle, WA 98118  
206.725.3118  
206.448.9627  
[sgranlund@gmail.com](mailto:sgranlund@gmail.com)

**Letter No. 244**

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**From:** Serena Mora <craftcrazy66@yahoo.com>  
**Sent:** Sunday, July 10, 2016 5:06 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** "Missing Link" thoughts

244 - 001 Thank you for your comment.

244-001 | I just wanted to express my opinion on the "missing link" trail: as a bike commuter, I believe that the proposed Shilshole south path is the most viable option. Many bikers already take Shilshole currently, since it's a bit less busy a road than Leary Way. Also: please avoid the Ballard Avenue path option at all costs! We love the Ballard Farmer's Market!

[Sent from Yahoo Mail on Android](#)

**Letter No. 245**

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**From:** Shelly Bowman <shellybowman@hotmail.com>  
**Sent:** Wednesday, June 22, 2016 1:45 PM  
**To:** BGT\_MissingLink\_Info  
**Cc:** shellybowman@hotmail.com  
**Subject:** Build the Missing Link Now

Hello,

245-001 Thank you for another lovely Open House opportunity, but "Shilshole Ave NW is the most direct route between the two ends of the existing BGT", so YES- I approve, Build that now! No need to look at this again or continually talk, talk, spend, spend.

245-002 We ride with the business trucks now and will continue to and you have the opportunity to make it safer when we do this, so finish the Trail Now please.

Please stop the politics, wasting payer money and pandering to a handful of greedy businesses men. Build the Ballard Missing Link now, save lives, increase multi-mode transportation, save the environment, increase the value of our region by building healthy vibrancy.

Thank you,  
Shelly Bowman

245 - 001 Thank you for your comment.

245 - 002 Your comment is noted.

**Letter No. 246**

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**From:** Shwan Rasheed <ShwanR@bellevueclub.com>  
**Sent:** Monday, July 11, 2016 10:14 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT Missinglink

246 - 001 Thank you for your comment.

Hi  
Unfortunately, I will be out of town on meeting day, but add my voice to the people how are asking for taking care of all links on BGT, It will save our life and time

thanks

Shwan Rasheed  
Senior Accountant  
425-688-3157

246-001

**Letter No. 247**

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**From:** Skylar Thompson <skylar.thompson@gmail.com>  
**Sent:** Thursday, July 07, 2016 5:11 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT Missing Link - Shilshole South Alternative

247 - 001 Thank you for your comment.

247-001

I would like to voice my support for the Shilshole South alternative for the Burke Gilman Missing Link. It follows the natural path of the trail, and avoids making conflicts for other street uses in Ballard, particularly the Sunday Market.

Leary Ave and Market should certainly be considered for bike improvements but not for the BGT.

Thanks,

Skylar



**Letter No. 248**

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**From:** Sterling Cassel <sterlingrolfing@gmail.com>  
**Sent:** Tuesday, July 12, 2016 5:21 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke Gilman Trail - Missing Link

248 - 001 Thank you for your comment.

248-001 | I would like to voice my support for the Shilshole South Alternative. It is direct, easier, safer and the clear choice.  
Thank you,  
Sterling Cassel

**Letter No. 249**

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**From:** Steve Hall <swhall@hfs.washington.edu>  
**Sent:** Wednesday, July 13, 2016 8:22 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT Missing Link

249 - 001 Thank you for your comment.

Scott Kubly,

249-001 In looking at the 4 alternatives proposed for the Burke Gilman trail missing link in Ballard my evaluation (on a scale of 10 [best] – 1 [worst]) is:

- Shilshole South Alternative – 10
- Shilshole North Alternative – 8
- Leary Alternative – 5
- Ballard Avenue Alternative – 1

I would rather ride on the street (Shilshole Avenue – like I do now) with no bicycle accommodations than to take either the Ballard Avenue or Leary alternatives.

Thanks,  
Steve Hall

**Letter No. 250**

**From:** Sundipta Rao <sdrao@uw.edu>  
**Sent:** Thursday, July 14, 2016 4:37 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke-Gilman Missing Link Feedback

Hi,

My name is Sundipta Rao. I live in Ballard and commute to the University of Washington via the Burke-Gilman trail (biking). I'm really excited about the prospect of the missing link because it would make me feel much safer while commuting to school. The worst parts of my commute currently are crossing Leary Ave and crossing Shilshole to get to the trail from 17th and 56th ave NW, where I live.

I strongly prefer that the trail not go through Ballard Ave. Attending the Ballard farmer's market on Sunday is one of my favorite things to do.

I like the Shilshole and Leary options. Shilshole South seems like it would be the best because then trail users don't have to cross Shilshole or Leary (which are the worst crossing places for bikes because cars go really fast).

Thanks for reading my feedback!

--  
 Sundipta Rao  
 Graduate Student (PhD)  
 Seelig Lab | University of Washington  
[sdrao@uw.edu](mailto:sdrao@uw.edu)

250 - 001 Thank you for your comment.

250 - 002 Your comment is noted.

Letter No. 251

**COMMERCIAL MARINE CONSTRUCTION COMPANY**  
**2540 WESTLAKE AVENUE NORTH, SUITE D**  
**SEATTLE, WA 98109 commercialmarine@outlook.com**

July 9, 2016

Scott Kubly  
 Seattle Department of Transportation  
 c/o Mark Mazzola, Art Brouchet, Jill Macik  
 P.O. Box 34996  
 Seattle, WA 98124

Dear Mark, Art and Jill,

251-001 Thank you for meeting with me, Brian Vesely, President Northern Lights and Rick Leavitt, Global Logistics Manager. As you know, Northern Lights has been at that location for 50 years and a critical factor in their success and longevity is benefiting from the synergy of the industrial/maritime district in Seattle. Northern Lights manufacture maritime generators that are used locally (Washington State Ferries, Kwijak) and shipped all over the world. Their proximity to the axis of the maritime industry is why they stay. The access to NW 45<sup>th</sup> street provides a critical connection to receive shipments of raw materials on a daily basis. The Shilshole South Alternative would negatively disrupt operations for this business.

251-002 Another tenant at this location would also be negatively impacted if Shilshole South Alternative is selected. Ballard Insulation also serves the maritime industry. The "Street Use Permit" (attached) that has been in place for many years, allows Ballard Insulation to receive raw materials from the loading dock on NW 45<sup>th</sup>. This is the only entrance to the building that can receive these bulky shipments. I have a letter from the owner of Ballard Insulation dated 2008 stating that he will not sign a lease renewal if the Missing Link is located on NW 45<sup>th</sup>. This is in response to the original trail plan that pre-dates the E.I.S.

251-003 We are looking forward to the completion of the Burke Gilman Missing Link. We strongly urge SDOT to consider the Shilshole North Alternative or the Ballard Avenue Alternative for the completion of the trail. Restoring NW 45<sup>th</sup> to a two-way street would lessen truck and car traffic on NW 46<sup>th</sup>.

Thank you for your consideration,

Suzanne Dills, President

Commercial Marine Construction Co., Inc.

Cc:brian.surratt@seattle.gov pete.mills@seattle.gov

- 251 - 001 Thank you for your comments. The Preferred Alternative would shift the trail section along NW 45th St to the north as compared to the Shilshole South Alternative, which would provide a wide shoulder to allow better access in and out of business along the south side of the roadway, as well as space for parking and loading. SDOT will continue to work with you and your tenants during project design to minimize access and loading constraints for freight and delivery vehicles to businesses along this roadway.
- 251 - 002 As noted in the response to your Comment 1, the Preferred Alternative would shift the trail to the north, allowing the loading dock at Ballard Insulation to remain.
- 251 - 003 Your comments are noted. The Preferred Alternative would restore NW 45th Street to a two-way street.

**Letter No. 252**

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**From:** Taj Hanson <tajh@siteworkshop.net>  
**Sent:** Wednesday, July 13, 2016 5:21 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Blue Line!

252 - 001 Thank you for your comment.

252-001 | I vote for the Blue Line! It's the only option for a truly safe linkage for bicyclists on the Burke. Thank you,  
**Taj Hanson**  
**SiteWorkshop** 222 Etruria St. Suite 200 Seattle WA 98109  
206.285.3026 [www.siteworkshop.net](http://www.siteworkshop.net)

**Letter No. 253**

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**From:** Tim Joyce <oregonjayhawk@gmail.com>  
**Sent:** Thursday, July 14, 2016 2:14 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke Gilman Missing Link Completion

253 - 001 Thank you for your comment.

As someone who is new to biking in Seattle, I'm very excited about the idea of the completion of the Burke Gilman trail.

253-001

In looking over the city's four options, all seem to have their pluses and minuses. The South Shilshole Option seems to be the most direct route with the least amount of conflict with traffic and minimal neighborhood disruptions. Plus, it would be a great reason for the city to overhaul and improve what currently is a substandard city street.

So, if you're taking votes: count me in for the Shilshole South option.

Many thanks!

Tim Joyce  
Seattle, WA

**Letter No. 254**

254 - 001 Thank you for your comment.

**From:** TimothyHeydon@aol.com  
**Sent:** Friday, July 29, 2016 4:03 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke-Gilman Trail Missing Link EIS Comments

I attended the July 14, 2016 Public Hearing regarding the missing link in Ballard. I live near the Burke-Gilman trail and use it regularly on my bicycle, including the missing link portion, usually once a week. I also drive my car in this area of Ballard regularly and shop at the adjacent businesses. As a result, I am very familiar with the area from many perspectives.

Of the options presented, I thought about them from a bicycle point of view, and a car point of view, and from a business customer point of view. The Shilshole South Alternative is by far the best from all these perspectives. There are a lot fewer conflicts between modes of transportation and between the business needs and the new trail. I do understand that there are industrial properties along the Shilshole South Alternative, but there are a number of other spots on this same trail which go by industrial development, and I have not seen any significant problems arising from conflicts between trucks going into and out of these businesses and the trail users.

If you have any questions concerning my comments, please send me a message.

Thanks,  
 Timothy Heydon  
 6017 41st Ave NE  
 Seattle, Washington 98115

254-001

**Letter No. 255**

**From:** Tom F. <tfba@earthlink.net>  
**Sent:** Wednesday, June 29, 2016 4:13 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT Missing Link Options

- 255 - 001 Thank you for your comment.
- 255 - 002 Your comment is noted.
- 255 - 003 Your comment is noted.

To Whom It May Concern:

I'm expressing my interest in the BGT Missing Link discussion because I am a father, Ballard resident, and a bike commuter.

255-001 The only viable options are the Shilshole South (best) and Shilshole North options. If a route on Shilshole Ave. is not selected, cyclists will continue to cycle on Shilshole anyway, so the safety concern will not be addressed. As businesses slowly change on Shilshole--and they certainly will over time--pedestrian and cycle traffic will only increase on Shilshole. Relatively new business examples are the Kickin' Boot, and the Pono Ranch, and there will undoubtedly be more. If necessary, parking should be sacrificed for safe buffer space for pedestrians and cyclists. As a matter of fact, the current parking options on Shilshole lead to concerns over pedestrian safety. Pedestrians are crossing indiscriminantly at all locations.

255-002 We need to look at the future safety of our kids and grandkids. I like the old feel of Ballard and believe that some of the new change is not for the better. But this is more than an issue of old vs. new, it's an issue of safety and wise city planning for the future.

255-003 Thank you for taking the time to read my email.  
 Sincerely,  
 Tom Freisem



**Letter No. 256**

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**From:** spam4 j <spam4jordan@gmail.com>  
**Sent:** Monday, June 20, 2016 9:19 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT Comments

256 - 001 Thank you for your comment.

256-001 | Hello -  
The Shilshole South Alternative is the best option. There's plenty of room for the trail.

**Letter No. 257**

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**From:** william ameling <willamelng@yahoo.com>  
**Sent:** Saturday, July 23, 2016 10:34 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Ballard Missing Link

257 - 001 Thank you for your comment.

257-001 | Any significant revision to Shillshole Ave MUST include adding a center turn lane. Traffic on the road will continue increase and a center turn lane is required to improve capacity and safety.

Thank you.

Will Ameling

**Letter No. 258**

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**From:** Will <will@wcrews.net>  
**Sent:** Monday, August 01, 2016 10:57 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** BGT missing link comments

258 - 001 Thank you for your comment.

258-001

Hi SDOT,  
As a Ballard resident, I would like to express support for finishing the Burke-Gilman trail through Ballard. I prefer the Shilshole South alternative due to the relatively-small impact on the businesses on Ballard Ave, Leary, or Market St. Thanks for considering my comments.

Will Kruse

**Letter No. 259**

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**From:** Zachary Lyons <zach@cowswithguns.com>  
**Sent:** Saturday, July 02, 2016 3:47 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Burke-Gilman through Ballard

- 259 - 001 Thank you for your comment.
- 259 - 002 Your comment is noted.
- 259 - 003 Your comment is noted.

Hi,

259-001 | I just learned about the four finalist route proposals for the completion of the Burke-Gilman Trail through Ballard. Here are my thoughts.

Running it down Leary or Ballard Ave makes no sense. They are both far too busy, with too much cross traffic and too many local businesses that would be affected.

259-002 | Running it down the north side of Shilshole similarly has big issues. Too many local businesses, and the parking that would be lost there would directly impact them. Plus, you have many cross streets.

259-003 | Running it down the south side of Shilshole makes the most sense. Yes, there is some cross traffic, but not close to what you have on the other three routes, and visibility is much better for anyone cross from that side. And while some parking would be lost, overall, I imagine it would see less parking loss than the other three options, and frankly, from the old Yankee Diner space east to Ballard Bridge, most of the route could easily co-exist with both the current existing parking AND the Ballard Transfer rail spur. It is also the most direct route, and the one that removes bikes most from traffic. It is the only honest option.

Thank you,

Zachary Lyons  
A resident of Ballard

**Letter No. 260**

**From:** Adrian <adrian.down@gmail.com>  
**Sent:** Thursday, July 07, 2016 10:09 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comments on proposed BGT Missing Like EIS

Hello,

260-001

I would like to register my comments for the proposed BGT Missing Link EIS. I support the trail continuing on its current orientation on the south side of Shilshole Ave. I ride on the Burke Gillman trail commuting to and from work every weekday. The portions of the trail that feel the least safe currently are those where the trail crosses existing roads. Putting the trail on the south side of Shilshole would minimize intersections with roads compared to the other alternatives in the proposal. The south Shilshole route is also more direct than the proposed alternatives and preserves the character of the regional trail as it currently exists. Safety and comfort of trail users should be the highest priority in developing the trail.

260-002

The proposed alternative trail route on Ballard Ave would have unacceptable impacts on the Ballard Farmers Market and the character of the Ballard Ave neighborhood. Ballard Ave is already a pleasant walkable and bikeable street (the only one in Seattle that I know of). Building the trail on Ballard Ave would disrupt this experience and do more harm than good.

260-003

Lastly, after the trail is built on the south side of Shilshole Ave, the city should capitalize on the results of this expensive and unnecessary study to build bike infrastructure following the proposed trail alternative on Market St and Leary Ave. Leary Ave is abysmal for walking and biking, particularly the intersection of Leary Ave and 20th St. A bike route connecting the Burke Gilman Trail to Market Street and Leary would greatly improve the Market Street/Leary area, which is currently disconnected and unpleasant because of the heavy car traffic on Market St and Leary Ave. Safe, connected bike infrastructure in this area could bring more business to many of the businesses in this corridor.

260-004

While this may not be relevant to my comment on the proposed EIS, I feel the need to register my frustration with this process. That a small group of selfish individuals in the Ballard industrial district can put the lives of thousands of people who bike at risk is a flagrant abuse of the democratic process. That it has taken the City of Seattle almost 20 years to close the gap in the Burke Gillman trail and protect people who bike is a shameful embarrassment. It sends the message (perpetuated by other decisions, such as the closure of the Burke Gillman trail in Fremont for months with no safe alternative route) that the City and Seattle and SDOT do not care about the safety of people who bike.

Thank you,  
 Adrian Down

260 - 001 Thank you for your comments.

260 - 002 Your comment is noted.

260 - 003 Your comment is noted.

260 - 004 Your comment is noted.

**Letter No. 261**

261 - 001 Thank you for your comment.

**From:** Alicia Mariscal <alicia.mariscal@gmail.com>  
**Sent:** Thursday, July 28, 2016 12:12 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Complete The Missing Link with South Shilshole Alternative

Dear Mr. Kubly and Mr. Mazzola,

I am writing to express my support for a safe, simple, connected and direct solution to the Missing Link, the South Shilshole Alternative option, as described by the DEIS. Me and my family of 4 (which includes two younger children) ride the Burke Gilman frequently in our daily lives coming to and from our Wallingford neighborhood. This option seems to best fit in with the existing Burke-Gilman Trail that is loved and used by so many locals and visitors.

This project has been debated for two decades, and now is the time to complete the Burke-Gilman Trail and connect the Ballard community with surrounding neighborhoods that already use and love the trail.

A multi-use path will benefit people who ride, run and walk; as well as local businesses and the Farmers Market community. In addition, it will improve relations between people on bike and foot, and those who drive, by offering safe, distinct and separate spaces for all.

Seattle has waited more than 20 years to see the trail completed. If this project stalls again, we'll be asking our children to wait yet again, and ensuring more preventable injuries for our neighbors.

Please support the construction of the Missing Link to connect and energize our communities and make our streets and trail safer for all!

Sincerely,

Alicia Mariscal  
 Thackeray Place NE  
 Seattle, WA 98105

261-001

**Letter No. 262**

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**From:** blackallan@aol.com  
**Sent:** Monday, July 25, 2016 10:11 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comments on the Missing Link DEIS

262 - 001 Thank you for your comment.

262-001 | Dear SDOT,  
As a frequent user of the existing Burke Gilman trail from The Locks to Fremont, I support the proposed South Shilshole extension.  
Allan Blackman  
[blackallan@aol.com](mailto:blackallan@aol.com)

**Letter No. 263**

**From:** Andrew Sullivan <andrew@inkblot.io>  
**Sent:** Saturday, July 16, 2016 2:10 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** In favor of Shilshole South Alternative

263 - 001 Thank you for your comment.

I was unfortunately unable to attend the public comment meetings this week, so am writing in my support of the Shilshole South Alternative. I am a resident of Fremont and I commute daily to Ballard for work. I currently do not ride in the rain and take the 40 when necessary, as I am extremely wary of the rail crossings when wet (have had a traintrack-related bike accident in the past).

I support the Shilshole South option for the missing link as it is the most direct route and is easiest for new-to-the-area cyclists to understand.

Enough study; too many people have gotten hurt in the meantime. Build the trail.

Thanks,

Andrew Sullivan  
 3618 Evanston Ave N, Apt 10  
 Seattle, WA 98103

263-001



**Letter No. 264**

**From:** andygibb206 <andygibb206@gmail.com>  
**Sent:** Saturday, July 16, 2016 4:32 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Draft EIS - Shilshole South the Obvious Choice

264 - 001 Thank you for your comment.

264 - 002 Your comment is noted.

Mr. Kubly,

After attending the BGT Open House in Ballard today I am more convinced than ever that the Shilshole South alternative is by far the best option. As a lifelong Seattle citizen and a bike commuter from Ballard to downtown since 1993, it is an embarrassment that this connection has not been made already. It was an issue when I was a teenager, and now at age 52 it is still an issue. If you had asked me earlier if my adult kids would still have to deal with the missing link I would have said you were crazy. Well, I have a 20 year old and an 18 year old who still can't get west of 8<sup>th</sup> Ave NW without risk of injury from railroad tracks or riding narrow Shilshole Ave. I'd love to have my 13 year old not have to deal with it.

Fred Meyer in Ballard coexists with the trail with thousands of car crossings daily. Lakeside Industries asphalt in Fremont seems to manage just fine. Foss Maritime has adjusted well to the new trail on the south side of the ship canal. I commend these and the many other companies along the trail who have managed to work towards a solution that allows for their companies to thrive while enabling this treasured resource for the citizens of Seattle. Please work to select the most direct, least disruptive, and safest route – Shilshole South.

Thank you for your continued work on behalf of all commuter types in Seattle  
 Andy Gibb  
 206-755-6095

Sent from [Mail](#) for Windows 10

**Letter No. 265**

**From:** Anna Bell <bell.anna.d@gmail.com>  
**Sent:** Monday, July 25, 2016 12:22 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Complete the missing link

I am in support of completing the missing link in the Burke Gilman Trail.

I am a lifelong Seattle resident and I live in Ballard a block away from the western terminus of the missing link. I drive on a daily basis and bike on a weekly basis in the study area.

265-001

As a driver, not having a dedicated non-motorized trail concerns me because I encounter bikers daily on Shilshole Ave NW. Since increased bike traffic coincides with increased motor traffic, peak hours involve long waits behind slower bikers and passing bikers with oncoming traffic and cars parking on either side of the road. A dedicated trail would make me feel safer as a driver.

265-002

As a biker, not having a dedicated trail significantly impacts my decision to even go out at all. I do not bike at peak hours and I often choose to drive instead of bike because of safety concerns. Because the shoulder of the road is a small segment of gravelly pavement, I need to ride in the road. Cars often pass me with little clearance because they are attempting to do so with oncoming traffic. Cars unparking are very difficult for me to identify and are my biggest fear.

265-003

As a Ballard resident I am concerned that the industrial businesses will be negatively affected. This includes the Ballard Terminal Railroad which services them. These businesses and their employees form a core part of Ballard's unique identity and I would hate to see them negatively impacted by a new trail. I would expect any plan to include paying for costs related to relocating loading docks or similar forced costs to maintain business.

265-004

I believe that the South Shilshole Alternative is the best approach for all concerned parties.

Sincerely,  
 Anna Bell

265 - 001 Thank you for your comments.

265 - 002 Your comment is noted.

265 - 003 The FEIS analyzes possible impacts and measures to avoid, minimize, or mitigate those impacts, to area businesses and the Ballard Terminal Railroad. Please refer to the Impacts sections of each chapter for further discussion, and in particular, Chapters 4, 7, and 8 (Land Use, Transportation, and Parking, respectively).

265 - 004 Your comment is noted.

**Letter No. 266**

**From:** Anne Taylor <anne.taylor@me.com>  
**Sent:** Wednesday, July 27, 2016 9:35 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comment supporting South Shilshole Route

266 - 001 Thank you for your comments.

266 - 002 Your comment is noted.

266 - 003 Your comment is noted.

266 - 004 Your comment is noted. The Preferred Alternative does not propose to remove or relocate the railroad tracks except near the intersection of 17th Ave NW and Shilshole Ave NW in order to preserve the operating rights of the Ballard Terminal Railroad, in accordance with the railroad's operating agreement with the City of Seattle.

266-001 I live in Ballard, my cross streets are 65th & 25th, and I've lived there since 2006. Traffic and congestion are a bit out of control with all the new condos. I bus or ride my bike to work downtown. Any route other than the proposed South Shilshole route impacts pieces of Ballard that are important to me. I appreciate the old brickwork of Ballard Ave and love the space the Farmers Market is in currently. The bus travel routes are already hard enough, with the crosswalks and lights and congestion... they are rarely on time after work and the fact that the 18X is standing room only shows that they are well-used and appreciated not just by me, so I can't imagine anyone wanting to make that worse.

266-003 The South Shilshole route is the route bikes use today, because it is the most intuitive and direct. If the trail were to be placed in any other route (especially with additional road crossings or lights), I think the city would find that the bicyclists would simply continue to ride on Shilshole, and eliminate any claims to improved safety.

I strongly support the South Shilshole route and, as a Ballard resident, would not appreciate the impact the other alternatives would have on my community. Frankly, I'm not sure they would improve the overall situation.

266-004 Regarding the layout of the trail itself on S Shilshole, I was surprised to see how much of the space was preserved for the railroad. Would there be a way to use some of the railroad space more productively? The railway would seem to have a very limited use currently, but could benefit significantly more people, including a wider trail or preserving some of the parking that will be lost.

Thank you,  
 Anne Taylor

**Letter No. 267**

**From:** annette@frahmcomm.com  
**Sent:** Monday, August 01, 2016 3:42 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Consider people, businesses and bicycles

Hello,

267-001 | I am a bicyclist and resident of the Ballard area. I don't like any of the alternatives. I think you should just put signs on the street to send people down Ballard Ave. and then 56th.

267-002 | I usually ride Ballard Ave rather than Shilshole, and traffic is always pretty slow, making it feel safe. I know it will be a pain on Sunday, when the farmers market happens, but that's only a few hours a week.

267-003 | I don't think you should displace parking for the bike trail. Ballard has a busy and vibrant business community, with stores, restaurants, bars and a Sunday farmers market. We need all the parking we can get! If you had to choose an alternative, I would pick the one that removes the least amount of parking spaces.

267-004 | Even though I'm a cyclist, I don't think the priority should be all bicycles, all the time. We need to consider other priorities. Seattle has a range of residents and a range of needs. Only a small percentage will ever ride a bike. Ballard needs good traffic movement and good parking. We are not going to get everyone out of their cars to visit downtown Ballard. Ballard will suffer if we lose a couple hundred parking places.

Thank you for considering my comment.

Annette Frahm  
 7712 11th Ave NW  
 Seattle, WA 98117

267 - 001 Thank you for your comment.

267 - 002 Your comment is noted.

267 - 003 Your comment is noted.

267 - 004 Your comment is noted.

**Letter No. 268**

**From:** SBLoners <sbloners@comcast.net>  
**Sent:** Wednesday, July 20, 2016 9:21 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Feedback on Public Hearing 7/16/16

268 - 001 Thank you for your comments.

268 - 002 Your comment is noted.

268-001 | Having spent 16 years commuting by bike from Blue Ridge to downtown Seattle, I am impressed with how much safer the trip is now than it was 16 years ago. Because my schedule was variable, I was commuting as early as 4 am and as late as 10 pm, so my commute covered all waking hours. My daily route normally included using Ballard Ave because it was by far the safest way to navigate that part of Ballard--traffic is normally slower than other streets, it is interesting and it is a wonderful piece of old Ballard and a fun place to bike--please DO NOT change it!!! Ballard Avenue does NOT NEED a designated trail!! And it certainly does not need any changes that would jeopardize the Sunday Market.

268-002 | I feel that any of the routes, except the one down Ballard Ave, would be fine, preferably the one that has the least negative impact on businesses.

268-002 | Personally my first choice would be the blue line, as it is the most direct link to the Locks--that part of Shilshole Ave is already used by many bikers as part of their commute and it would also be much safer for pedestrians to have a designated walkway.

Barbara Loners  
 10003 Richwood Ave NW

**Letter No. 269**

**From:** Becky Taylor <beckybt@gmail.com>  
**Sent:** Monday, August 01, 2016 11:49 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Citizen Comments on BGT EIS

- 269 - 001 Thank you for your comments.
- 269 - 002 Your comments are noted.
- 269 - 003 Your comment is noted. Refer to Chapter 8 of the FEIS for a discussion of parking impacts associated with all of the Build Alternatives.
- 269 - 004 Your comment is noted.
- 269 - 005 Your comment is noted. SDOT will continue to evaluate the conditions throughout the Ballard neighborhood for people walking and biking and implement necessary improvements as appropriate.

269-001 I would like to submit my comments on the BGT EIS. I ride the Burke Gilman trail to work almost everyday. The missing link, particularly the section on Market and Shilshole is very dangerous and places cyclists at risk of being hit by cars. Please make safety the number one priority in selecting a route and ensure the trail is completed as soon as possible.

269-002 The South Shilshole route is preferable for the following reasons:  
 -It crosses the fewest intersections, making it the safest choice. This is the most important factor.  
 -It is the most direct route and the route that cyclists already use. Cyclists are very likely to continue to use this route, so it would be terribly wasteful and inefficient to go to the trouble of connecting the Burke on an alternate route only to find the new trail isn't used and you haven't created a safer situation.  
 -There are almost no hills, making it relatively accessible, easy riding for all including kids  
 -The Ballard Avenue route is not direct, crosses more intersections, is higher traffic and closer to bars, and would significantly disrupt the Ballard Farmer's Market during construction  
 -The Leary Route is also less direct, closer to busy streets, crosses more intersections and would negatively impact transit and slow traffic

269-003 The EIS should revisit the parking impacts of the South Shilshole route. I believe that the loss of parking spaces with the South Shilshole route is overstated and that it is not fair to include informal/illegal parking spots as being "lost". These aren't actually parking spaces and even if they were it seems unrealistic to assume 100% of these spaces would go away. Additionally, parking should be a much lower priority issue than public safety. There are many alternate ways to improve parking - including charging for parking in more parts of Ballard (including on Shilshole), removing the illegally parked RVs that occupy dozens of parking spaces in Ballard, and/or requiring new housing stock to build more parking garage spaces.

269-004 It the South Shilshole route is impossible, North Shilshole would be my second choice. In building the trails, designers should also be aware of not running the trail through areas that are overly desolate and unlit - an argument for keeping the trails on Market rather than using the undeveloped street closer to the lake (54th I believe).

269-005 In the meantime while the trail design is being finalized and built, the city should take immediate action and make some effort to improve the safety of the current, sub-optimal situation. This should include - putting sharrows on the road (on Market and Shilshole), adding signs to look out for bikes, paving a slightly wider shoulder on the south side of Shilshole (and not letting cars/RVs park right up to the white line, which forces cyclists out into traffic), and the easiest of all - remove the sticker with a red X through a picture of a bicycle on the only sign alerting drivers to be alert for pedestrians and cyclists (on Shilshole near the intersection with Market).

The citizens of Seattle have been waiting far too long for this critical public safety investment and the city of Seattle needs to address this known public safety hazard as soon as possible before something tragic happens.

Thanks for your consideration. I hope the EIS is finalized soon and the city takes immediate action to build the South Shilshole bike trail.

Best wishes,  
 Becky Taylor  
 3608 NW 65th Ct. Seattle, WA 98117

**Letter No. 270**

**From:** lukoff@gmail.com on behalf of Benjamin Lukoff <benjamin@lukoff.us>  
**Sent:** Wednesday, July 13, 2016 11:17 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** DEIS Comment

Hello,

My comments are as follows:

\* I understand the No Build Alternative must be included. It, of course, is the worst of the five plans.

\* As far as the Build Alternatives go, I would rank them in this order: 1) Shilshole South, 2) Shilshole North, 3) Leary, 4) Ballard Avenue.

\* Neither 3) nor 4) is a good option. They are better than doing nothing, but not much better. Ballard Avenue is home to the farmer's market and is a deliberately slow street. Putting a heavy amount of bicycle traffic there would disrupt the neighborhood. Leary is a busy arterial... the main way, in fact, to get to downtown Ballard from Fremont and Magnolia, Queen Anne, and points south. Perhaps routing the BGT onto Leary could make it a safer road, which it certainly isn't now. But most of the BGT is on dedicated right-of-way and this diversion would damage its character, along with all the other negatives.

\* Of the Shilshole alternatives, I prefer 1) Shilshole South. The BGT runs on the old Northern Pacific ROW, and Shilshole South parallels this ROW along its active portion. Railroads take the most direct and topographically sensible routes and the BGT should follow the railroad's route as closely as possible.

\* Shilshole South avoids having the BGT go onto N.W. 56th, which is an arterial, and avoids a routing along N.W. Market at the west end.

\* Shilshole South is the best way for trail users to have easy access to the shoreline street ends along Salmon Bay.

\* Shilshole South involves the fewest intersection crossings and the second fewest driveway crossings.

It is my understanding that Shilshole South can be build without detrimental effects on industry in Ballard. It is very important to me that industry be kept in Ballard/Interbay/Magnolia, and if I thought this project would harm that, I would be against it, but from everything I've read this won't hurt and may even help.

Shilshole South is really the option that makes most sense.

Thanks,  
 Ben Lukoff  
 3216 29th Ave. W.  
 Seattle, WA 98199

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 Benjamin D. Lukoff ÷ [lukoff@gmail.com](mailto:lukoff@gmail.com)  
 Seattle, Washington, USA  
[LinkedIn](#) ÷ [Twitter](#) ÷ [Facebook](#)  
[Writing](#) ÷ [Photos](#) ÷ [Book: Seattle Then and Now](#)

270 - 001 Thank you for your comments.

270 - 002 Your comment is noted.

270 - 003 Your comment is noted.

270 - 004 Your comment is noted.

270-001

270-002

270-003

270-004

**Letter No. 271**

**From:** Ben Peterson <benpeterson21@yahoo.com>  
**Sent:** Friday, July 29, 2016 6:30 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comments on B-G Trail Missing Link DEIS

Hello,

I would like to comment on the Draft EIS for the Burke-Gilman trail missing link project. I would have liked to send my comments in "paper" form but I didn't get them in the mail in time, so hopefully my email letter will still be credited.

271-001

I strongly support the Shilshole South Alternative (SSA) route. This is based on impacts to recreation, transportation, commercial parking and driveways (loading zones), and cultural activities.

271-002

Recreation impacts: The SSA route would do the most to encourage recreational use by people walking or cycling on the adjacent Burke-Gilman trail (BGT) segments. The other alternatives would discourage use of the BGT by changing the experience and making the route less direct.

271-003

Transportation impacts: The SSA route would have no impact to transit busses (as opposed to the other alternatives). The SSA route would also be the best route to encourage and increase transit by bicycle. Increases transit by bicycle along the BGT would in turn lessen congestion on roadway car use. Additionally, the SSA route has the fewest driveways with sight concerns.

271-004

Commercial Parking and driveway impacts : the SSA route would lead to the least impact to commercial loading zones. The SSA route would also cross the fewest roadway intersections of all the alternatives (making it the safest and least disruptive to commercial activities).

271-005

Cultural activities impacts: The SSA route would have the least impact to cultural activities such as the Ballard Sunday farmers market. The route would only be about 250 feet from the Sunday market but not be in the way.

271-006

So, in addition to these impacts and my strong preference for the SSA route, I would encourage the EIS to really try and assess the variability in safety (to trail users) that each route alternative would hold. It seems to me that the SSA route would be the safest, both in terms of street & driveway crossings and in terms of a safe train track crossing. Thank you for all your hard work on the plan. I look forward to a complete Burke-Gilman Trail soon.

-Ben Peterson  
 8722 14th Ave NW, Seattle, WA 98117

- 271 - 001 Thank you for your comments.
- 271 - 002 Your comment is noted.
- 271 - 003 Your comment is noted.
- 271 - 004 Your comment is noted.
- 271 - 005 Your comment is noted.
- 271 - 006 Your comment is noted.



**Letter No. 272**

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**From:** Bill Mundy <bill@mundyfarms.com>  
**Sent:** Monday, July 18, 2016 4:19 PM  
**To:** BGT\_MissingLink\_Info  
**Cc:** info@cascade.org  
**Subject:** Comment.

272 - 001 Thank you for your comment.

272 - 002 Your comment is noted.

272-001 | My preference is the Shilshole South route.  
272-002 | I agree we should get this segment done!!!  
I'd suggest that a Plan B strategy be developed and if necessary implemented.  
My suggestion for Plan B: Inform the opponents that if they attempt to further block the preferred route, which I  
assume is Shilshole South, that CBC will initiate a boycott of their businesses. Or, do other things that will  
adversely affect the profitability of their businesses. There are numerous CBC members who are  
attorneys. Enlist their ideas and help. Good luck.  
Bill Mundy, Ph.D.  
[bill@mundyfarms.com](mailto:bill@mundyfarms.com)  
206 499 3002

**Letter No. 273**

**From:** Brie Gyncild <brie@wordyfolks.com>  
**Sent:** Tuesday, July 19, 2016 6:01 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comment on DEIS

273 - 001 Thank you for your comments.

273 - 002 Your comment is noted.

Thank you for soliciting comment on the Draft Environmental Impact Statement for the Missing Link of the Burke-Gilman trail.

I'm a confident cyclist, but I've been frustrated many times trying to get to places in that area of Ballard safely and comfortably. It's encouraging to finally get to this phase, and I encourage you to do all that you can to accelerate the process.

I appreciate the consideration given to all four alternative routes, and see the benefit of giving trail users easier access to the commercial areas of Ballard. However, I prefer the Shilshole South option because it is the most continuous, most intuitive, and I believe, safest route. Much of the existing Burke-Gilman trail is near but not immediately adjacent to commercial/retail centers.

However, its value is in providing a safe, comfortable, and pleasant east-west route that can be incorporated into trips that then go south or north. For example, I live on South Capitol Hill, and I use portions of the trail to travel between Montlake and 40th Ave E in order to go to the Thornton Creek neighborhood; I use the area from the University Bridge to 8th Ave NW to head up to Crown Hill. The trail doesn't need to go through an area to provide greater access to it, but we do need to provide safe entry and exit points and safe, well-marked routes that lead to other areas.

A smoother, more intuitive route has many benefits. While portions of the Interurban trail in North Seattle and Shoreline are beautiful, it's an incredibly frustrating trail to follow. The same is true of the Chief Sealth trail in South Seattle. Trail users should be confident that they're in the right place, remaining on the trail, until they reach the point where they plan to leave it. The existing Burke-Gilman trail is a wonderful example of a well-designed, continuous, legible trail. The Missing Link should be no different.

Ultimately, the Missing Link segment needs to be safe, simple enough to be easily followed, and needs to connect the existing trail segments.

best,  
 Brie Gyncild  
 Seattle, WA  
 206-325-3743

273-001

273-002

**Letter No. 274**

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**From:** Dave Dearing <dpdearing@gmail.com>  
**Sent:** Wednesday, July 13, 2016 2:38 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Can we build the missing link already?

274 - 001 Thank you for your comment.

So many delays and wasted money on this project.

Please just build the Shilshole South Alternative. Have you heard of Desire Paths?  
([https://en.wikipedia.org/wiki/Desire\\_path](https://en.wikipedia.org/wiki/Desire_path)) Build the path that people already use!

And certainly don't build the Ballard Ave option. That one is just ludicrous and impractical.

Thanks

274-001

**Letter No. 275**

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**From:** Carolyn Marr <carolynjeanmarr@gmail.com>  
**Sent:** Monday, July 25, 2016 9:46 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** comment on trail option

275 - 001 Thank you for your comment.

275-001 | I have read the 4 build option for the BGT missing link. Based on my 33 years of living in Ballard and biking regularly along the missing link section, I vote for the Shilshole Ave. S. option. This is the most direct connection between the two points of the existing trail. It keeps bikes separated from traffic between the locks and 28th NW. It does not add to congestion on NW Market St by adding bike lane to crowded street. Also, it does not alter the historic character of Ballard Ave NW.

Carolyn Marr

**Letter No. 276**

**From:** Christopher Hemminger <chrishemminger@icloud.com>  
**Sent:** Saturday, July 23, 2016 9:05 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Draft EIS Comments

- 276 - 001 Thank you for your comment.
- 276 - 002 Your comments are noted.
- 276 - 003 Your comment is noted.

Mr. Kubly,

276-001

While we understand the necessity of providing multiple alternatives for the Burke-Gilman Trail Missing Link, there is really only one standout choice, and that choice is Shilshole South.

It is the only option that will maintain the feel of the Burke-Gilman Trail as it exists everywhere from Golden Gardens to the Sammamish River Trail.

276-002

It's nice to see that the city has chosen to define the goal of this project as building a "multi-use trail for people of all ages and abilities to enjoy." Although it seems that cyclists make up the majority of trail users (yours truly included), and they are a vocal group that wants a safe connection, this is not about creating a protected and designated bike route to connect the two loose ends of the trail. All of the other alternatives feel like reconfigurations of existing roads and complicated routings designed to cater to cyclists. They don't feel like the "multi-use trail" which is the Burke-Gilman everywhere but Ballard.

If there is any reason that Shilshole South absolutely cannot be chosen (i.e. BINMIC), the city should take charge and figure out how to make it happen. We have ridden on trails in the city that are close to or run through industrial areas (the Burke-Gilman near Lakeside Gravel in Fremont, the Burke-Gilman in Kenmore, the Duwamish River Trail in South Park, and the Cedar River Trail near Boeing in Renton to name a few) and we know it can be done without the world coming to an end. There is no reason we can't all be safe and nice to each other.

276-003

If the city is serious about Vision Zero, the Burke-Gilman must run on Shilshole South. If any other alternative is chosen, cyclists will still ride on Shilshole because it is simply the shortest and most direct route connecting the two ends. It is the city's responsibility to provide a safe route on a street when they know that so many people are going to use it.

It's Vision "ZERO," not Vision "As close to ZERO as we can make it and appease the businesses adjacent to the trail."

276-004

One last comment...

It is probably an EIS writing convention but the term “No Build Alternative” is a little disconcerting. By definition an “alternative” is a “possibility.” It would be terrible to think that after all the time, effort, and money that has been put into this project already, that there is the possibility that nothing will happen at all.

Please complete the Missing Link and build it on Shilshole South!

Sincerely,

Chris and Dawn Hemminger  
1111 NW 60th Street  
Seattle Wa, 98107  
206-915-0400  
[hemminger@comcast.net](mailto:hemminger@comcast.net)

276 - 004 The State Environmental Policy Act (SEPA) requires the evaluation of the No Action, or in this case, the No Build, Alternative.

**Letter No. 277**

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277 - 001 Thank you for your comment.

**From:** Chris Zintel <chriszintel@gmail.com>  
**Sent:** Wednesday, June 29, 2016 1:15 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** I support either the Shilshole South or North alternative

277-001

Please get this done soon!  
Kind regards,  
Chris Zintel

**Letter No. 278**

**From:** damon@gurple.com  
**Sent:** Wednesday, July 13, 2016 9:01 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** In support of Shilshole South alternative

278 - 001 Thank you for your comment.

278-001

As a cyclist commuting daily from Ballard to UW, including the missing link, I believe the Shilshole South alternative is the only way to create a continuous trail that will maximize usage. Any of the other options, though they have their own merits (Ballard and Leary should both get scrutiny as entirely separate projects), would leave a significant number of cyclists vying with cars on Shilshole or wiping out on the railroad tracks under the Ballard Bridge because that would remain the most direct route.

I have a five-year-old. I used to hope that the missing link would be completed before she learned to ride a bike. I still hold out some hope it will be completed while she's still in grade school. Hopefully also before I suffer a major injury due to the current dangerous mess. I went over my handlebars on the railroad tracks once and was lucky to walk away with only minor injuries. Hundreds of others have been much less fortunate.

Regards,  
 Damon May



**Letter No. 279**

**From:** danafton@gmail.com on behalf of Dan Eisenberg <dtae@dtae.net>  
**Sent:** Friday, July 29, 2016 10:25 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** comments on missing link project

- 279-001 | I support the South Shilshole route the most since it is the most direct and has the least number of intersections.
- 279-002 | I bike Shilshole and Ballard frequently and have never seen a train run on any of the tracks that are in the study area.
- 279-003 | I hope considerations of the costs and benefits of building less direct bike trails note that less direct trails are less likely to be used by all--which will mean more bike traffic on streets like Shilshole. If I had to choose between a bike trail which required biking up a hill and much longer distance versus going on the street--I frequently will bike on the street despite the dangers to me and the annoyances to the cars which will be slowed down.
- 279-004 | I hope a cycle track or separated bike and walk lanes can be considered. Near the UW the slightly elevated sidewalk for pedestrians (with a lipped elevation rather than curb) seemed to work very well for separating uses and making the trail more comfortable for all.

- 279 - 001 Thank you for your comment.
- 279 - 002 Your comment is noted.
- 279 - 003 Your comment is noted.
- 279 - 004 Your comment is noted. The Preferred Alternative maintains a multi-use facility, consistent with the character of the existing Burke-Gilman Trail segments between Fremont and Golden Gardens. Refer to Section 1.9 of the FEIS, Alternatives Considered but Not Included, for further discussion of facility types that were initially considered.

**Letter No. 280**

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**From:** Dave Bollman <djbollman@hotmail.com>  
**Sent:** Sunday, July 03, 2016 6:05 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comment on Draft EIS

280 - 001 Thank you for your comment.

280-001 | Want to put on the record my strong endorsement of the Shilshole South alternative. It has been far too long delayed already

Dave Bollman

**Letter No. 281**

**From:** Madsen, David W. <DMADSEN@seattleu.edu>  
**Sent:** Thursday, June 23, 2016 9:17 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comments on the four proposals

- 281 - 001 Thank you for your comment.
- 281 - 002 Your comment is noted.
- 281 - 003 Your comment is noted.

281-001 Three of the four proposals are so disruptive of traffic in the affected zone as to be simply beyond consideration. Any route that involves taking cyclists to Market Street or north of Market Street to 56<sup>th</sup> will simply add to the congestion that is almost daily on the increase in Ballard. I recognize that there are businesses along Shilshole Avenue that will be impacted by the presence of cyclists on that street, but the fact is that the “no build alternative” has already subjected those people to cycle traffic on that street. And so, given the options, the only one that makes any sense at all is the Shilshole Avenue South option. (Note that I did not use the word alternative; you can only have two alternatives; options can be as many as you like.)

281-002 For years now we have been told that reconfiguring city streets to accommodate bike lanes would not add to congestion. This began with the reconfiguration of the now heavily congested 8<sup>th</sup> Avenue NW. Then we got the dedication of NW 58<sup>th</sup> as an east/west bicycle route; this resulted in additional stops signs, speed bumps, limited access, and few bicyclists. Now we are told that there will be a park built in the 14<sup>th</sup> Avenue NW boulevard somewhere between NW 59<sup>th</sup> and NW 61st; God knows what havoc it will wreak. It would seem that congestion is precisely the hope of the planners.

But now we have the opportunity to save at least some few of the remaining thoroughfares, and Market Street—already significantly but blessedly congested with buses—should be first on the list of rescue projects. Ballard Avenue with its historic buildings and Sunday Market should be second. And Leary Way, the most effective link between the Ballard Bridge and Market Street and a corridor for Metro Transit, should be forever spared arteriosclerosis as long as Ballard continues to become density central.

281-003 Again, I appreciate the fact that businesses along Shilshole Avenue NW will be negatively impacted by a bike route along the south side of the street. However, their inconvenience pales before that inflicted on Ballard by any of the other plans. Shilshole South or bust!!

Thank you for letting me, a 50 year resident of Ballard, have my say.

David W. Madsen  
 Associate Professor of History  
 Seattle University  
[dmadsen@seattleu.edu](mailto:dmadsen@seattleu.edu)  
 206-296-6938

**Letter No. 282**

**From:** David Robison, MLIS <david@robison.net>  
**Sent:** Sunday, July 10, 2016 11:41 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comments Re: Draft Environmental Impact Statement

- 282 - 001 Thank you for your comment.
- 282 - 002 Your comment is noted.
- 282 - 003 Your comment is noted.

I would like to voice my strong support for not only a build alternative, but specifically, the Shilshole South Alternative. This alternative provides the best solution to three concerns:

- 282-001 | 1. It aligns well with the route cyclists are using today through “Old Ballard”—this is critical as it is well known in design that aligning with people’s existing habits is the most likely path to ongoing usage. In other words, if you build it somewhere else, they may not come. (This is a critical problem with Ballard and Leary Alternatives.)
- 282-002 | 2. The stretch along NW 54th is direct and out of the way, taking advantage of an underutilized corridor. Further, this gets cyclists off of Market St. and the difficult intersection at 24th Ave NW which is congested and potentially dangerous and destined to get busier as population in the area increases.
- 282-003 | 3. The Shilshole South Alternative is on-par with the other alternatives with respect to negative impacts on local businesses.

Thank you,  
 David

David F. W. Robison, MLIS  
 3037 NW 72nd St.  
 Seattle, WA 98117-6266

mobile: +1 206.228.2487  
 email: [david@robison.net](mailto:david@robison.net)  
 skype: drobison  
 fax: +1 206.374.2208

**Letter No. 283**

**From:** Davidya Kasperzyk <davidya@anwcollaborative.net>  
**Sent:** Friday, July 29, 2016 3:18 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comment Burke Gilman Trail EIS

Scott Kubly, Director  
 Seattle Department of Transportation  
 c/o Mark Mazzola, Environmental Manager  
 P.O. Box 34996  
 Seattle, WA, 98124-4996

- 283 - 001 Thank you for your comments.
- 283 - 002 Your comment is noted. The Preferred Alternative does follow the Shilshole Ave NW right-of-way for the majority of the alignment. The Preferred Alternative does not include the "not NW 54th St" (the unimproved NW 54th St) segment due to constraints created by business operations and access needs. Please see Section 1.4.2 of the FEIS for more information on how the Preferred Alternative was developed.
- 283 - 003 Your comment is noted.
- 283 - 004 Your comment is noted.

283-001 | The **South Shilshole Trail option (Blue) is the best** because it is direct and creates the least impacts to the Ballard Community. 45th NW has already proven a simple first extension of the regional trail that is simple and works. Shesole Ave NW west of the 15th St Bridge is a 100 ft. ROW which is the most adaptable possible situation for design. The trail should continue west along the "not 54th St NW existing easement as recommended by successive City of Seattle studies (minimum 3).

283-003 | This is a regional trail and requires a higher standard of design and scale. A 12 ft. wide multipurpose trail does not want to turn 90 degrees multiple times. Each norther alternative route creates more conflicts of intersections and users - more crossings, more pedestrian and commercial issues. The completion of the "Missing Link" should be the cleanest, simplest design. The South Shilshole (Blue) route would move right next to the existing tracks where everyone would know where each mode is without question. This is **the obvious choice for safety**.

283-004 | This is our Regional Trail!! It is famous. It needs to be the South Shilshole route!!!!

Davidya Kasperzyk, AIA  
 architecture.urbandesign.bioregionalplanning  
[davidya@anwcollaborative.net](mailto:davidya@anwcollaborative.net)  
 c: 206.450.2635  
 o: 206.782.8392

**Letter No. 284**

**From:** Ed Conry <econry@qwest.net>  
**Sent:** Friday, July 29, 2016 5:11 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** DEIS Burke-Gilman Trail Missing Link in Ballard

284 - 001 Thank you for your comment.

Director Kirby,

I am writing to you, regarding the proposed alternatives, for the Missing Link of the Burke-Gilman Trail in Ballard.

I am a lifelong resident of Ballard, having been born and raised here. I still live in Ballard as of today. I am very concerned that one of the alternatives is to have the Missing Link go through Ballard, using Ballard Avenue. This would be a detriment to the local business owners along with the Farmers Market, that occurs every Sunday, along Ballard Avenue. The Ballard Farmers Market is considered one of the top five Farmer's Market in the nation. Tearing up Ballard Avenue, and the associated brick road bed, would ruin why Ballard Avenue has seen the group in small businesses and restaurants over the recent years.

If the Missing Link is even necessary, the worst idea is to choose Ballard Avenue. The Shilshole South Alternative would be the least disruptive in my opinion.

Respectfully,

Ed Conry  
 8336 21<sup>st</sup> Ave NW  
 Seattle, WA 98117  
 206-841-4623

284-001

**Letter No. 285**

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**From:** Ed Pottharst <epottharst@gmail.com>  
**Sent:** Friday, July 29, 2016 9:01 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** comment on DEIS

285 - 001 Thank you for your comment.

Hello,

285-001 | I attended the Thursday public hearing. I strongly support the Shilshole South alternative. Of the four alternatives, it is the most direct and shortest link between the two ends of the missing link. It would provide a recreational experience most similar to the rest of the Burke Gilman Trail. It would cross the least number of driveways.

Thank you for your consideration.

Ed Pottharst  
6730 18th Ave. NW  
[epottharst@gmail.com](mailto:epottharst@gmail.com)

**Letter No. 286**

**From:** Ellen Butzel <ellenbutzel@yahoo.com>  
**Sent:** Saturday, July 09, 2016 3:53 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comment on DEIS for Burke Gilman Missing Link

- 286 - 001 Thank you for your comments.
- 286 - 002 Your comment is noted.
- 286 - 003 Your comment is noted.

Director Kubly,

286-001 | Please let it be known that as a person biking, walking, driving, living and working in the Ballard neighborhood of Seattle that I support the building of the Burke-Gilman missing link. I support the Shilshole S alternative because it is the most used, and most desired route for most bikers currently. Other routes require more intersections, hills and route direction changes. Some other routes such as the Ballard Avenue alternative would severely affect the Ballard Farmers Market and local small business.

286-002 | Furthermore the current riding routes through Missing Link area are not safe for people ages 8 to 80. There are places with no shoulder, railroad tracks and narrow roadways. I know personally of people who have been injured in this area while riding a bike. I also have a 10 year old child who I cannot ride with in that area because of safety. It is my understanding that streets in the area do not meet the Complete Streets Ordinance or Vision Zero initiative. The Missing Link is part of the Bicycle Master Plan. Many times the people of Seattle have spoken and voted to support this built out of the Burke Gilman Trail. I realize that the area is also zoned as industrial; however, there are many cities across the county which have been able to continue to build out dedicated bike and pedestrian paths through industrial areas. I don't see that as a reason to delay or stop a trail.

286-003 | I am also concerned as a global citizen that my own city is experiencing increased traffic and delays leading to increased idling and commuter frustrations. I have experienced episodes of road rage towards me in my own neighborhood. If we are to address these issue we need to do everything possible as a city to encourage people to limit driving, use mass transit and active transportation and and to find more efficient ways for freight and industrial transportation. We need to improve walkability, bikebility and mass transit to make progress. **Finishing the Burke Gilman will give us the ONLY dedicated bike/ped path in Seattle that connects the west side to the east side of the city!**

Ellen Butzel  
 7518 20th Ave NW  
 Seattle, WA 98117



**Letter No. 287**

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**From:** Frances Perry <frances@frances-perry.net>  
**Sent:** Wednesday, July 27, 2016 9:22 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** complete the BG -- South Shilshole

287 - 001 Thank you for your comment.

287-001 | My daughter just learned to ride without training wheels, we just got my son a trailercycle, and we're ready to start bike riding as a family. But given my neighborhood is hilly and lacks sidewalks, the Burke Gilman trail is best place for us to explore as a family. Please complete the missing section, ideally via the Shilshole South alternative.

Thanks!

**Letter No. 288**

**From:** FRANK HARRIS <frankxeric@gmail.com>  
**Sent:** Tuesday, July 19, 2016 7:18 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comments on the Missing Link DEIS

288 - 001 Thank you for your comment.

I support the South BGT route of the four alternatives.  
 This has been the defacto trail all along.  
 It is the most direct route with the least amount of heavy traffic on busy vehicle streets.  
 In the Shilshole Ave portion there is traffic but the right of way is 100' wide which is ample space to separate vehicles from bikes, this can not be done on the other alternative routes.  
 The industrial users don't operate on holidays or weekends which makes for overall lighter vehicle use on Shilshole Ave.  
 The South alternative would correct the very dangerous RR tracks that now cause serious accidents at the Ballard Bridge.  
 If another alternative is chosen the tracks under the Bridge will continue to cause bike accidents.

288-001

**Letter No. 289**

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**From:** Fred Lott <lott.fred@gmail.com>  
**Sent:** Wednesday, July 20, 2016 2:26 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comment to prefer Shilshole South alternative

289 - 001 Thank you for your comment.

Hello,

289-001 | I'd just like to submit a comment of preference for the Shilshole South alternative. I think it would be the safest, easiest, and least disruptive.

Thank you,  
Fred Lott

**Letter No. 290**

**From:** gary hallemeier <ghallemeier@yahoo.com>  
**Sent:** Tuesday, July 19, 2016 10:35 AM  
**To:** BGT\_MissingLink\_Info; Gloria Grimm  
**Subject:** comments on DEIS

290 - 001 Thank you for your comment.

Thank you for this opportunity to comment on the Ballard Missing Link DEIS.

My wife and I moved to Ballard in 1992. We are acutely aware of the City's desire to promote high density in Ballard. Inevitably, there will be more and more cars and more congestion.

We support the Shilshole South Alternative, primarily because it is the least congestive route and consequently, probably the safest. Definitely, of all the alternative routes, it is the route most isolated from active street traffic. It allows the most consistent flow for bike riders. The City owns NW 54th, so it would be advantageous to use that right of way. In walking NW 54th, there would appear to be plenty of room for bikes and the occasional use of the Ballard Railroad Terminal tracks. As bikers, we know the need for safety, so hopefully something can be done to minimize the risks of bike flow along the Shilshole Avenue part of the South Alternative.

Gary Hallemeier  
 Gloria Grimm  
 2843 NW 67th Street  
 Seattle, WA 98117  
 206-789-2505  
 ghallemeier@yahoo.com

290-001

**Letter No. 291**

**From:** George Ostrow <stroll@seanet.com>  
**Sent:** Monday, August 01, 2016 10:00 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comment on Draft EIS

Thanks for soliciting input. Here is what I have to say:

291-001  
 Credentials  
 Year round daily bicycle commuter for 35 years  
 #3 out of 15,000 riders in 2015 Bike Month Challenge (97 trips in 31 days)  
 For half of 2015, lived near Shilshole Marina, pedaled to work along the Missing Link route from Ray's to Fremont bridge  
 I consider myself an authority on bicycle commuting and on this route

291-002  
 Research  
 I personally rode all 4 proposed routes to evaluate them; anyone who hasn't done that is giving suspect testimony  
 Having done so makes me wonder if the route authors just drew colored lines on paper while sitting in an office?  
 Routing bicycles on Leary Way, Shilshole Ave, 46th Street, or Market Street is crazy because those are car arterials  
 Sending bicycles through the intersections at 24th/Market, 22nd/Market, 46th/Shilshole, or 15th/Leary is crazy because those are already congested and complex intersections just with cars and buses

291-003  
 All routes except Shilshole South will be interrupted by construction barricades for the next two decades while the rest of Ballard is built with multistory condo buildings (just look at the situation along Dexter Avenue N today, and for the past decade)

291-004  
 Businesses and truck drivers along a new Shilshole South route will face a similar (workable) condition to the existing BGT from Fred Meyer to the ship canal

291-005  
 Analysis  
 Getting to and through Ballard by car or bus, Shilshole Ave or Leary Way are the arterial routes and should be left to cars (no bicycle lanes)

291-006  
 Ballard Ave is rightfully the domain of pedestrians and should remain so; Old Ballard is a priceless treasure that should not be disrupted

291-007  
 The train tracks tracing the south side of Shilshole Ave are disused and perfect for a bicycle path  
 The Shilshole South route most directly and sensibly connects the two existing ends of the missing link, like a river following a natural course  
 The Shilsole South route keeps a steady stream of bicycles from tangling with other traffic to the northeast, which is safer for everyone  
 The Shilsole South route places train tracks and vehicle parking as a buffer between the bicycle path and the busy vehicle road  
 The Shilshole South route feels very similar to the existing BGT that successfully traces, and crosses, the train tracks from Fred Meyer to the ship canal  
 The detailing of the Shilshole South route should be similar to the existing Fred Meyer/ship canal segment, with low fences and striped street crossings and for heaven's sake NO BOLLARDS

- 291 - 001 Thank you for your comments.
- 291 - 002 Your comment is noted.
- 291 - 003 Your comment is noted.
- 291 - 004 Your comment is noted.
- 291 - 005 Your comment is noted.
- 291 - 006 Your comment is noted.
- 291 - 007 Your comment is noted.

291-008 | Conclusion  
Shilshole South route (along the existing train tracks) is BY FAR the better alternative for bicycle riders  
Indeed, Shilshole South is really the only alternative that makes any sense and worth constructing  
Yes there are other stakeholders, but the BGT is primarily a bicycle path so bicycle needs should be premiated

291 - 008 Your comment is noted.

291 - 009 Your comment is noted.

291-009 | Exhortation  
When I moved to Seattle 25 years ago, bicyclists were bemoaning the missing link  
Since then I have raised two sons and still the link is missing, a generation later  
Delighted that the link is finally, finally going to be connected  
Given how long this has taken, please get it right and route the link along the south side of the train tracks  
along Shilshole Ave

Thanks,

George Ostrow

**Letter No. 292**

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**From:** Greg Kuhn <fr70gregor@gmail.com>  
**Sent:** Monday, July 25, 2016 2:54 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** I support South Shilshole Alternative

292 - 001 Thank you for your comment.

Dear Mr. Kubly and Mr. Mazzola,

I am writing to express my support for a safe, simple, connected and direct solution to the Missing Link. This project has been debated for two decades, and now is the time to complete the Burke-Gilman Trail and connect the Ballard community with surrounding neighborhoods that already use and love the trail.

A multi-use path will benefit people who ride, run and walk; as well as local businesses and the Farmers Market community. In addition, it will improve relations between people on bike and foot, and those who drive, by offering safe, distinct and separate spaces for all.

Though the DEIS evaluates several options, I support a route that is safe, simple and direct — one that fits in with the existing Burke-Gilman Trail that is loved and used by so many locals and visitors.

Seattle has waited more than 20 years to see the trail completed. If this project stalls again, we'll be asking our children to wait yet again, and ensuring more preventable injuries for our neighbors.

Please support the construction of the Missing Link to connect and energize our communities and make our streets and trail safer for all!

Sincerely,

Greg Kuhn  
3602 37th ave w  
Seattle, WA 98199

292-001

**Letter No. 293**

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**From:** gregg rice <grheavyroller@gmail.com>  
**Sent:** Wednesday, June 22, 2016 8:20 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Enough talk -- BUILD THE MISSING LINK

293 - 001 Thank you for your comment.

293-001

My wife and I visit Ballard often to patronize its restaurants, shops, and parks. The lochs are a favorite destination. I am an avid cyclist and use the BGT to get to Ballard. But we've decided that Ballard is more interested in taking our money than offering safe travel.

Enough studying, enough talking, enough debating. We're not visiting Ballard again until the decision is made to complete the Missing Link, a route is chosen, and work actually begins.

Until then, Adios Ballard.

Gregg Rice



**Letter No. 294**

**From:** Haley Woods <haley@peddlerbrewing.com>  
**Sent:** Tuesday, June 28, 2016 6:21 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** DEIS Comment

Hello,

294-001 | As a Ballard Business Owner, completing this "Missing Link" section of the Burke-Gilman Trail is extremely important. Many of our customers access our business by riding their bike here and the current conditions are dangerous and completely unacceptable. We also have refused to join the Ballard Chamber of Commerce because we do not support their lawsuit against the city.

294-002 | As a local resident, cyclist and runner, I'm eagerly awaiting completion of this trail to get around my neighborhood and in/out of my neighborhood safely. I frequently run the "Shilshole South" route and find it very frustrating to be running first along a low-use dirt/gravel area on the so-called NW 54th Street that could easily be "pathed" and then feel very unsafe running along Shilshole Ave with it's nonexistent shoulder. I can't WAIT for the BGT to finally be completed. Now that Ballard is full of bike parking, let's allow bikes to get here safely and fill them up!

294-003 | The best proposed route in the DEIS is the Shilshole South. It has the least impact on car/freight flow, is intuitive, safest, and is most direct.

294-004 | While Leary Way needs a road diet that will incorporate bike lanes, it is an inappropriate route for a multi-use trail.

294-005 | Ballard Avenue is very heavily used by delivery trucks all day and is shut down by the farmer's market on Sundays, how would these daily/weekly functions operate with multi-use trail going through it? Ballard Ave is also an inappropriate location for a multi-use trail.

294-006 | While Shilshole North is also a decent 2nd best option, it makes much more sense and will be safer for users if the BGT crosses less intersections and is removed from fast-moving traffic where possible. Routing the BGT onto Market street will put it near more traffic, through more intersections, and blocking more business loading areas than NW 54th Street.

~ Haley Keller

Co-Owner, Finance & Operations  
[Peddler Brewing Company](#)  
 1514 NW Leary Way  
 Seattle, WA 98107  
[Sign up to receive our email newsletter](#)

294 - 001 Thank you for your comment.

294 - 002 Your comment is noted.

294 - 003 Your comment is noted.

294 - 004 Your comment is noted.

294 - 005 Your comment is noted.

**Letter No. 295**

---

**From:** jan peter eklund <jpeklund@live.com>  
**Sent:** Monday, July 25, 2016 10:26 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** I support the South Shilshole Alternative

295 - 001 Thank you for your comment.

295-001 | As a bicyclist in Ballard for many years, I support the South Shilshole Alternative for the Burke Gilman Missing Link.  
Best Regards,  
jan peter eklund

**Letter No. 296**

**From:** Jane Hu <hujanec@gmail.com>  
**Sent:** Tuesday, July 26, 2016 7:51 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** comments on proposed Burke-Gilman Trail Missing Link EIS

Hi,

I'm writing to submit comments for the proposed Burke-Gilman Trail Missing Link EIS. I'd like to voice my support for the south Shilshole Ave alternative. I often ride through this area, and I've found that the biggest hazard is crossing Shilshole. There's currently a crosswalk where the trail ends at Shilshole, but it has poor visibility and cars are traveling quite fast. A trail on the south side of Shilshole would eliminate this dangerous crossing. Additionally, that side of Shilshole already has a sizeable paved shoulder which seems like a good starting point for a bike path, and there is less parking on that side of the road than on the north side.

The proposed alternative trail on Ballard Ave would be suboptimal for cyclists and drivers. Drivers on Ballard Ave are typically looking for parking spots, and in my experience biking up the street, they are fairly distracted. I am concerned that drivers pulling in and out of spots would be a safety hazard for cyclists. I also expect that this traffic, along with the significant foot traffic on the street, would significantly slow down cyclists.

Thanks,  
 Jane Hu

296 - 001 Thank you for your comment.

296 - 002 Your comment is noted.

**Letter No. 297**

**From:** Jason Walker <ungood@onetruename>  
**Sent:** Thursday, July 07, 2016 4:47 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Concerning the Missing Link options

Hi,

I've received this email address from the [My Ballard Blog](#), and I'm reaching out as a concerned citizen.

297-001 | I'm a Ballard resident that works in SLU and commutes 13 miles by bicycle daily, for 3 years now. The missing link is the only section that I have to travel off a bike path or painted bike lane - and it is by far the most dangerous part of my commute. Bicycle commuting has been great for my health, as well as improving my work/life balance (I get to exercise at the same time as commuting, leaving more time for me at home), but as a father and husband, I am constantly worried about having a serious injury on Shilshoe.

297-002 | The "Shilshoe South Alternative" is by far the best option for bike commuters and the surrounding businesses both. It has been delayed far too long - [just build it already](#).

297-003 | I used to take Ballard Ave for a year, and I can say with confidence that it would be terrible for bikes (especially new bikers and casual riders) and businesses both.

297-003 | The other options go through Market, and while that would be great to have a bike lane on, it would be better to have it in addition to a Shilshoe connection.

297-004 | Let's just get this done already.

297-004 | Please. Before another family is shattered by a death or serious injury - all because a few stubborn businesses insist on monopolizing public roads for their use.

Thank you for your time,  
 ~Jason Walker

297 - 001 Thank you for your comments.

297 - 002 Your comment is noted.

297 - 003 Your comment is noted.

297 - 004 Your comment is noted.

**Letter No. 298**

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**From:** Jason E. Wax <wax@lasher.com>  
**Sent:** Thursday, July 14, 2016 4:31 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comments on DEIS

298 - 001 Thank you for your comment.

298-001 | I emailing to voice my strong support for the Shilshole South Alternative. Please complete the missing link as soon as possible!

**Jason E. Wax**  
Associate  
DIRECT 206-654-2481



601 UNION STREET ■ SUITE 2600 ■ SEATTLE WA 98101  
FAX 206-340-2563 ■ WWW.LASHER.COM  
[Click here](#) to view my online bio  
WE MAKE LAW MAKE SENSE.®

**Letter No. 299**

**From:** Jeannette Kane Littell-Herrick <catchesthebabies@gmail.com>  
**Sent:** Thursday, July 14, 2016 5:56 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** input

299 - 001 Thank you for your comments.

To whom it may concern, this is my input about the missing link.

I live just north of Ballard and regularly take my family to the Sunday market. I recommend it to all my out of town guests, including renters of my basement airbnb. I cannot imagine how disruptive it would be to daily commerce on Ballard Ave, and on the Sunday market, to make Ballard Ave part of the missing link. I think completing it would be nice, but quite frankly an endearing fitness trail is not worth destroying such a vital part of the community. Who ever came up with this is obviously not considering the lives of many people who live here who do not use the trail but do use Ballard Ave, and all the tourism dollars as well. Cyclists and runners are definitely inconvenienced with the missing link, but they manage, just like they do when running and biking and walking all over the rest of town. Even if none of the options are used, they will be able to make do, and enjoy the rest of the trail.

Do not involve Ballard Avenue, you have got to be kidding. This is just checking a box at the expense of the community at large.

Jeannette Kane

299-001

**Letter No. 300**

**From:** Jeff Parsons <hyperpynal@gmail.com>  
**Sent:** Sunday, June 26, 2016 7:52 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** comments to DEIS

300-001

300-002

As a longtime Seattle resident and current Magnolia resident, I applaud the City's effort to complete the "Missing Link". I understand the challenges that the confined corridor present and the varied interests that would like their views embodied in the final route. However, biking has become a preferred method to get around our city. And there is only one route that makes sense from this perspective: the South Shilshole alternative. All of the other routes involve having the trail cross busy streets. I appreciate the importance to maintain flow of automobile traffic (I drive too!), but to modify the route that inconveniences pedestrians, bicyclists and motorists for a few relict, industrial landowners does not make any sense, particularly from an environmental perspective. The EIS process is intended to identify the most cost effective and least environmentally impactful alternative. This is obvious to even someone that does not analyze project alternatives for a living (as I do). Less new pavement, more direct access to bicyclists and pedestrians to both ends of the existing BGT and fewer pedestrian-bicycle-automobile interactions (at least to the bulk of the motorized traffic in the area) is that obvious cost effective and environmentally friendly alternative. Non-motorized transportation has taken a backseat to resource-extractive industries for most of Seattle's history - something that the EIS process sought to bring into balance. Please honor the process and select AND IMPLEMENT the South Shilshole alternative.

Thank you,

Jeff Parsons  
 3406 W Government Way #6  
 Seattle, WA 98199

300 - 001 Thank you for your comment.

300 - 002 Your comment is noted. The purpose of an EIS is to disclose the environmental impacts associated with all of the action alternatives of a proposal, as well as the no action alternative. An EIS is not intended to select a cost-effective alternative, nor necessarily the least environmentally impactful alternative. It is to provide an assessment of environmental impacts for decision makers to weigh when selecting the preferred alternative.

**Letter No. 301**

**From:** Jerry Scheller <gms612007@gmail.com>  
**Sent:** Monday, August 01, 2016 8:41 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comments

Please consider the following comments on the Burke Gilman Trail Missing Link project. I am a long-term bicycle commuter living in Ballard. I travel this route year round on a daily basis and have done so for the past 15+ years.

301-001

I strongly support the Shilshole Avenue South alternative. This alternative provides the most direct link between the built segments of the BGT and most closely follows existing bicycle use patterns. In my opinion, this is the only obvious choice. However, more thought should be put into developing a more efficient intersection at NW Market Street and 24th Avenue NW for bicyclists heading north on 24th Avenue NW from Shilshole Avenue.

301-002

I do not support the Ballard Avenue Alternative. In my opinion, the trail alignment is incompatible with the Farmers Market primarily due to the potential for collision between pedestrian and bikes. I think the only viable means to mitigate this impact is to relocate the Ballard Farmers Market which is not acceptable. The Ballard Farmers Market is a long-term institution cherished by the community and should remain where it is. Furthermore, the mitigation plan for addressing impacts to the Ballard Farmers Market (work with market management??) does not provide sufficient detail to adequately evaluate the effectiveness of the plan.

301-003

It appears that the EIS assumes that existing bicycle traffic patterns will change to use the whatever alternative is selected to fill the missing link. In my opinion, this assumption is incorrect and bicycles will continue to use Shilshole Avenue as the primary route connecting the built sections no matter which alternative is developed. The EIS needs to specifically state how existing bicycle traffic patterns will change for each of the alternative particularly on Shilshole Avenue.

Thank for the opportunity to comment on the Burke Gilman Trail Missing Link Project.

Jerry Scheller

301 - 001 Thank you for your comments. The Preferred Alternative includes improvements to the intersection at NW Market and 24th Ave NW. Refer to Section 1.7.1 of the FEIS for a description of potential intersection improvements, as well as a depiction of a possibility for this intersection.

301 - 002 Your comment is noted.

301 - 003 Your comment is noted. In order to present a conservative, or worst-case, scenario in describing the potential impacts to transportation, the FEIS analyzed the situation that all trail users would continue along the constructed route. SDOT acknowledges that trail users may disperse along different streets through the Ballard neighborhood.



**Letter No. 302**

**From:** Jessica Kelley <jkelley610@gmail.com>  
**Sent:** Friday, July 22, 2016 9:18 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Complete The Missing Link!!

302 - 001 Thank you for your comment.

Dear Mr. Kubly and Mr. Mazzola,

I am an advocate of cycling and other non-motorized transport in Seattle, and I am writing to express my support for a safe, simple, connected and direct solution to the Missing Link. This project has been debated for two decades, and now is the time to complete the Burke-Gilman Trail and connect the Ballard community with surrounding neighborhoods that already use and love the trail.

A multi-use path will benefit people who ride, run and walk; as well as local businesses and the Farmers Market community. In addition, it will improve relations between people on bike and foot, and those who drive, by offering safe, distinct and separate spaces for all.

Though the DEIS evaluates several options, I support a route that is safe, simple and direct — one that fits in with the existing Burke-Gilman Trail that is loved and used by so many locals and visitors.

Seattle has waited more than 20 years to see the trail completed. If this project stalls again, we'll be asking our children to wait yet again, and ensuring more preventable injuries for our neighbors.

Please support the construction of the Missing Link to connect and energize our communities and make our streets and trail safer for all!

Sincerely,

Jessica Kelley  
 4920 NE 180th St  
 Seattle, WA 98155

302-001

**Letter No. 303**

**From:** Jessi <srcsmgrl@gmail.com>  
**Sent:** Friday, July 08, 2016 3:27 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Finishing the Missing Link

303 - 001 Thank you for your comments.

303 - 002 Your comment is noted.

My partner and I live in Shilshole Bay Marina with 3 kids. We have one car and 5 bikes. When we moved here, we knew it would be difficult with the nearest bus stop over a mile away. But we ride bikes and the trail is right there, so we thought it would be okay.

A year and a half later and I can tell you that riding with a 7 year old on the missing link is hair raising. She's still learning, and it's scary to watch when we have to transition to street riding. We don't go to Fremont or the farmer's market as often as we could because of it.

The missing link is also part of both my partner and my commutes. The section between the new trail and the temporary trail gives me bad dreams. I usually ride a hillier route to avoid it, but my partner doesn't have that option.

I have seen the lights of emergency vehicles and talked to people who have crashed on the tracks in the temporary section. There are too many and it's been going on too long.

Please choose the option that makes the most sense for all ages and abilities. That is the \*Shilshole South alternative\*. With far fewer intersections to cross and being the shortest and simplest route, it keeps the family friendly feeling of a multi use trail that any section of the Burke Gilman should have.

The other routes have so many problems and don't serve all users as well. Interfering with the farmer's market every week is a definite failing of the Ballard Ave alternative. It's really important that we do this right.

Thank you,

Jessica Lucas

303-001

303-002

**Letter No. 304**

---

**From:** Jessie Rymph <jessierymph@gmail.com>  
**Sent:** Friday, July 15, 2016 10:30 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** I support the missing link!

304 - 001 Thank you for your comment.

304-001

I support completing it on shilshole.

Jessie Rymph  
avid biker

**Letter No. 305**

---

**From:** Jim Liming <Jim.Liming@heritagebanknw.com>  
**Sent:** Tuesday, July 12, 2016 11:03 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comment, Draft EIS

305 - 001 Thank you for your comments.

305 - 002 Your comment is noted.

305-001 I was surprised to see references to the 'Farmer's Market' as conflicting with the Ballard Avenue alternative. The Ballard Farmer's Market is on Sunday only, when most bicycle traffic is recreational rather than for other purposes. Commerce and industry on Shilshole Avenue and Leary Avenue are taking place every day of the week.  
305-002 Surely, the Farmer's Market and the bicycle route on Ballard Avenue could make room for one another on Sundays. I believe the Ballard Avenue route would be safest and best for all of Seattle's citizens and visitors.

Jim Liming

**Letter No. 306**

---

**From:** jws98036@yahoo.com  
**Sent:** Monday, July 25, 2016 12:25 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comments on the Missing Link DEIS

306 - 001 Thank you for your comment.

306-001

Please select the south shilshole route which uses the existing rail road bed. It is the safest route for both bike riders and pedestrians, with the fewest road crossings. I am a frequent user of the Burke Gillman trail commuting on it by bicycle for 35 years. The missing link is the most hazardous section of the Burke Gillman trail.

Thank you,  
Jim Stark

Sent from [Mail](#) for Windows 10

**Letter No. 307**

**From:** John Alving <jalving@comcast.net> on behalf of john.alking@gmail.com  
**Sent:** Wednesday, June 29, 2016 11:34 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Feedback on Missing Link options

I don't know how any rational person can look at the options provided and not conclude that the Shilshole South is the only solution that makes any sense

- Doing nothing alternative is akin to not putting in a rail infrastructure in the 70's when we had a chance.
- People are going to ride Shilshole anyways. Market Street and Leary are no places for bikes
- Ballard is going through such huge transformation EVERYWHERE. Why should this street be exempt? The city has allowed for unprecedented development and has done zero for the transportation infrastructure short of calling a few side streets greenways. This is an example of how the city can respond in a positive way to the growth it's promoting. The mayor makes the case that we don't need parking spots, less people have cars. Let's make a bike path that works.
- Why would we not build the most logical and direct path. We need to be building our infrastructure for the future. We don't have the luxury to pretend the neighborhood isn't transforming at light speed.
- Salmon bay truck already deal with trail crossings- their parking lot is by Fred Meyer.
- Routing bikes through city streets is dangerous. Too many pedestrians and cars crossing the trail. Honestly how many trucks are crossing the trail at peak biking times?
- Shilshole south has the least possible impact to historic and vegetation

Construction Impacts should be taken of the table completely. We don't build something that will last for 50 to 100 years based on minor short term inconveniences. We need to do these projects right. We may not get a second chance. That said the Shilshole South option has by far the least construction impacts.

Operational impacts

- Land and shoreline- very unclear how the Shilshole south impacts the freight mobility- again, they deal with it today in the Salmon Bay Gravel Mixer Parking lot

Recreation/Transportation

- I can't say enough about intersections that have traffic crossing the bike lane. The interurban bike path in North Seattle is nightmare of blind vehicle crossings. The Shilshole south has the least crossings and all have very good visibility. A statistic you leave out is the number of vehicles using those crossings. I would hazard to guess that the Shilshole South option has by far the least vehicles crossing the path options. If necessary, signals can be put in. Let's be serious.
- LOS should be considered. Shilshole South is tops here- again look how many crossings per hour.

Parking

- The city has not considered parking important in ANY of its building plans, why do it here. Let's make it easy to bike to and through Ballard.
- Losing loading zones on Ballard Ave and Leary should be avoided altogether. If anything deliveries are going up (Think Amazon). If there are no load zones, delivery trucks will double park. Leary and Ballard Ave options are high delivery areas and will be increasing as the density increases.

Leary

Leary is a major car/bus corridor

Ballard

Not sure why this is even under consideration

- 307 - 001 Thank you for your comments.
- 307 - 002 The EIS evaluated both the short-term (construction) impacts, as well as the long-term (operational) impacts of the trail alternatives.
- 307 - 003 Any of the build alternatives, including the Preferred Alternative, would place a multi-use trail in front of industrial and commercial properties, potentially causing added delay for freight moving in or out of those properties due to increased traffic. In addition, the trail could impact travel delay times at roadway intersections, depending on the route. Please see Chapter 4, Land Use, and Chapter 7, Transportation, in the FEIS for additional discussion. Technical Appendix B, the Transportation Discipline Report (Volume 3), provides further detail.
- 307 - 004 Your comment is noted. Chapter 7, Transportation, examines the levels of service (LOS) for several intersections for each of the Build Alternatives.
- 307 - 006 Parking impacts are evaluated in the FEIS consistent with the requirements of the State Environmental Policy Act (SEPA) in order to disclose the potential impacts to project decisionmakers and the public.
- 307 - 007 Your comment is noted.
- 307 - 008 Your comment is noted.
- 307 - 009 Your comment is noted.

**Letter No. 308**

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**From:** Julia Michalak <jmichalak@gmail.com>  
**Sent:** Thursday, July 28, 2016 9:45 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comments on Burke Gilman Trail Missing Link EIS

308 - 001 Thank you for your comment.

Hello,

308-001 | I am a property owner and resident of the Fremont, Phinney Ridge, Ballard area. I am also a biker who frequently uses the Burke Gilman trail. I am writing to express my support for the **South Shilshole** alternative route.

I believe this route is both the most practical and safe route of the options proposed.

Thank you,

Julia

**Letter No. 309**

**From:** Kevin Carrabine <kcarrabine51@gmail.com>  
**Sent:** Sunday, July 31, 2016 8:42 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comments in Missing Link DEIS

Thank you for the opportunity to comment on the DEIS. My comments are brief as colleagues, organizations, and other individuals have provided very detailed comments (see particularly those of Moe Moosavi and Seattle Neighborhood Greenways)

- 309-001 • Final EIS needs to state and acknowledge the current section of trail (3rd NW to 11th NW) that runs within BINMIC - and has for well over a decade.
- 309-002 • As a subset of the above, it should be noted that at least three major industrial businesses (Kvichak Marine, Ferguson Terminals, Salmon Bay Sand and Gravel) relocated to their current locations adjacent to the trail AFTER the trail was built between 3rd NW and 11th NW - this suggests that concerns regarding insurance and safety related to crossing a trail are moot.
- 309-003 • Information from Byron Cole of Ballard Terminal Railroad regarding rail shipments on the spur line are noted. This is anecdotal information and the final EIS should more rigorously include actual shipments based on real trips over xx days/months.
- 309-004 • Current use of the public right of way on Shilshole Ave, including use by private businesses for essential business activities, needs to be more clearly linked to the businesses involved - is there a place within the DEIS to note that these same businesses are the ones litigating to stop completion of the trail?
- 309-005 • By constructing the trail along the Shilshole South route, when the rail franchise is either rescinded or ends, it will allow the full 45' width of rail franchise space to be more effectively utilized - it makes no sense to build the trail elsewhere.
- From a usability perspective, the Shilshole South alternative provides the safest route, requires the least disruption in current use patterns, most closely mimics the current trail experience, and is the route preferred by most current trail users.

Thank you for the opportunity to comment on this very thorough analysis.

Kevin Carrabine  
 Ballard.

- 309 - 001 Thank you for your comment. Chapter 4 of the FEIS discusses the location of the trail within the BINMIC, and Figure 4-6 illustrates the BINMIC boundary.
- 309 - 002 Rail shipping data for the Ballard Terminal Railroad (BTR) is not available. The BTR has an agreement to operate on the rail line through 2026.
- 309 - 003 The EIS discusses the fact that businesses use the public right-of-way for storage and loading and unloading operations. While not pertinent to the EIS analysis, SDOT acknowledges that some of these businesses that use the public right-of-way are the same businesses that have supported previous appeals over the trail.
- 309 - 004 Your comment is noted.
- 309 - 005 Your comment is noted.



Letter No. 310



Comment Form

BURKE-GILMAN TRAIL MISSING LINK PROJECT  
 Draft Environmental Impact Statement (EIS) Public Hearings:  
 July 14 and 16, 2016

Please share your comments on the Draft EIS. Use back page if needed.

310-001

As a business owner on Shilshole Ave NW,  
 I strongly encourage the Leary Way Alternative  
 be chosen for the "Missing Link" on the  
 Burke Gilman trail. This route is the  
 safest <sup>for walkers</sup> and least disruptive for commerce  
 Please support the route that works best  
 for all parties

Commenter information

Name: Kevin Kaldestad

Address: 5470 Shilshole Ave NW #40, Seattle WA 98107

Email: KFLTD@MSX1.COM

Do you wish to be added to the project's email list? Check box:

Email: BGT\_MissingLink\_Info@seattle.gov

Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

310 - 001 Thank you for your comment.

**Letter No. 311**

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**From:** kimberly kinchen <kimberly.kinchen@gmail.com>  
**Sent:** Friday, July 08, 2016 7:40 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Complete the missing link

311 - 001 Thank you for your comment.

Hello,

311-001

It's long overdue to build the missing link on the Burke Gilman Trail using the most direct route, Shilshoe Ave, to connect the two sections. While freight interests fret and sue, the new traffic patterns would mean only a delay of a few seconds at most for those stakeholders. It's well worth the safety gains made --- preventing who knows how many people from injury, often severe, due to the tracks along the current workaround.

Sincerely,

Kimberly Kinchen  
Capitol Hill  
Seattle

**Letter No. 312**

**From:** Kristel Wolf <kristelsea@gmail.com>  
**Sent:** Monday, August 01, 2016 11:46 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comments

Hello,

Thank you for taking my comments.

312-001 | I whole-heartedly support finishing the missing link through the South Shilshole route. It is the established chosen route that clearly receives the majority of cyclists, pedestrians and other types of foot and self-propelled traffic between Golden Gardens park and Fremont. It is also the most direct and natural connection. And for that reason - no matter what route is chosen - this route will continue to receive the most foot and pedal traffic so it is in everyone's best interests to make it safer.

312-002 | What really should be addressed as well is the railway bed. I was told only one business is using the train tracks, and very infrequently. The contract on the railway runs out 2026 I believe, but it is in the best interests of all traffic through Shilshole to acquire the railway bed sooner and pave it to finish the Burke Gilman! This will create a very safe trail with a decent distance from the road, and also minimally affect parking in this area. It is the ideal situation. I cannot stress that enough. But regardless, South Shilshole is the best route, however it is achieved.

Thank you all for your patience and thoughtful efforts.

Kind Regards,  
 Kristel Wolf  
 (Ballard resident)  
 3046 NW 60th St.  
 Seattle, WA 98107

--  
[www.kristelwolf.com](http://www.kristelwolf.com)

312 - 001 Thank you for your comment.

312 - 002 Your comment is noted. Some sections of rail are proposed for relocation as part of the Preferred Alternative to improve sight distances.

**Letter No. 313**

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**From:** Kyle Steuck <ksteuck@yahoo.com>  
**Sent:** Sunday, July 31, 2016 7:01 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** DEIS comment

313 - 001 Thank you for your comment.

313-001 | Please build the alternative that makes sense to cyclists and continues the rail-trail: Shilshole South.  
Thank you,  
Kyle Steuck  
Wallingford, Seattle

**Letter No. 314**

**From:** L. Mishefski <lmishefski@gmail.com>  
**Sent:** Saturday, July 23, 2016 3:00 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Green Route

314 - 001 Thank you for your comments.

314 - 002 Your comment is noted. The Ballard Terminal Railroad has an agreement to operate the rail through 2026.

314 - 003 Your comments are noted. Please refer to Section 1.7.1 for a discussion of roadway design and safety considerations that will be employed as part of the final design.

314 - 004 Your comment is noted.

314 - 005 Your comment is noted.

314-001 I am sorry I was not available for the July meetings, but I hope it is not too late to add a comment.  
 I have been using the 'green route' for 30+ yrs. It is the only sensible way to ride to work, and most pleasant for those heading for the Locks or Golden Gardens.

314-002 I read the comment from the former Milwaukeean. As one myself I heartily agree.  
 However, there really is no excuse for the preservation of the B.N.R.R r.o.w., as it is unlikely that the area (sad to say as a mariner/fisherman) will only become less commercial as time goes by. Certainly there is not now , nor will there be any use for a rail connection. The mills are long gone, as are the 'Gasworks'.  
 It is , after all 'called the Burke-Gilman as it was when there was a rail spur.

314-003 The track route alone would be the most direct, and probably safest for all users, albeit, I imagine most costly.  
 Sadly, both cyclists and motorists should somehow be obliged to be more courteous and accommodating, especially on the Shilshole leg. Signs and regulations are too often ignored , and there is a certain element of passive/aggressive behavior from both drivers and riders. More posted (and reduced) speed limits for both? Speed bumps? Licenses for riders?  
 It is a citywide problem to be sure.

314-004 Still, all in all, the green route makes the most sense. There is less room actually for riders and or drivers on the red and blue routes, not to mention the Ballard Sunday market crowd.

314-005 If there were funding for a current use study , I think it would obvious just how many student and worker cyclists use the green route now. Even years ago I was curious about it, and regularly counted over 100 riders between Stone Way and Market at Shilshole; about a 20 minute ride, not to mention the many parents, joggers, and certainly seniors who enjoy that particular stretch.

Thank you all for your efforts and attention.

L. Mishefski

**Letter No. 315**

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**From:** Lauri <dalaimarmot@yahoo.com>  
**Sent:** Wednesday, July 13, 2016 6:51 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comment

315 - 001 Thank you for your comment.

Hello,

315-001 | I use Burke Gilman trail frequently and, while I've never crashed on those tracks myself, I have called EMS for those that have. The missing link should be completed as soon as possible. I would like to voice my support for the Shilshole South option. Thank you for your time.

Sincerely,  
Lauri Sweeney

**Letter No. 316**

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**From:** Linda Mendelson <linda.mendelson@gmail.com>  
**Sent:** Saturday, July 23, 2016 12:08 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** choices

316 - 001 Thank you for your comment.

316-001 | I have lived and biked from the east end of this missing link for 26 years. I'm probably going to move far away soon and would love to use this trail at least once in my lifetime. Just build something safe and soon, please. The south trail seems good, but anything would be better than the current hazardous choices.  
Linda Mendelson

**Letter No. 317**

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**From:** Linda Schwartz <lbschw@gmail.com>  
**Sent:** Tuesday, July 12, 2016 6:15 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** I vote for the Shilshoe South route

317 - 001 Thank you for your comment.

317-001 | Can't make the open houses but am eager to see the missing link completed. Thank you for all your work on this!

--  
Linda Schwartz  
1132 NW 64th St  
Seattle, WA 98107



**Letter No. 318**

**From:** Lisa Corey <lisacorey@gmail.com>  
**Sent:** Tuesday, July 26, 2016 4:12 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Complete The Missing Link

- 318 - 001 Thank you for your comments.
- 318 - 002 Your comment is noted.
- 318 - 003 Your comment is noted.

Dear Mr. Kubly and Mr. Mazzola,

318-001 | I ride on the Missing Link as part of my daily commute from Ballard to downtown. I also frequently ride this section with my family, although I take them a circuitous route that is a bit safer. I have luckily avoided injury so far.

I also drive Shilshole Ave several times a week. I recognize as an often-biker and a sometimes-car driver (and an occasional-pedestrian) that this is a difficult stretch for EVERYONE. No shoulders, no sidewalks. (I do appreciate that new cross walk though!)

318-002 | I very much appreciate that SDOT is able to finally implement a plan. Of the four options presented, the best option is clearly and objectively Shilshole South. It will be the least disruptive to car traffic and pedestrian traffic. It will be absolutely wonderful for bike traffic.

318-003 | I would also add that the Ballard Ave option should be a very distant last place. I find it hard to believe that anyone would find this option preferable. It's longer, will be much more obtrusive to vehicle traffic, goes through historical areas, and a major pedestrian area that includes the (objectively) best farmers' market in Seattle.

Thank you. I'm excited to see the missing link completed.

Sincerely,  
 Lisa Corey

Lisa Corey  
 2810 NW 62nd St  
 Seattle, WA 98107

**Letter No. 319**

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**From:** Luke McGuff <lukemcguff@yahoo.com>  
**Sent:** Sunday, July 17, 2016 7:52 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** I support the Blue Line

319 - 001 Thank you for your comments.

319 - 002 Your comment is noted.

319-002 319-001 I support the Blue Line for the Missing Link of the Burke Gilman trail. It is the safest for bikers and other traffic that will be using the trail.

319-002 The Ballard Farmers Market is one of the most vibrant aspects of living in a walkable, bike-friendly neighborhood.

--Luke McGuff

Pramila for Congress: <http://www.pramilaforcongress.com/>

**Letter No. 320**

**From:** Marc Schrameck <marcschrameck@gmail.com>  
**Sent:** Sunday, July 31, 2016 8:28 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** DEIS Comment

320 - 001 Thank you for your comment.

320 - 002 Your comments are noted.

Good evening,

320-001 | Having looked over the proposed routes for the Burke-Gilman Missing Link, I would like to indicate my interest in the Shilshole South route. As a bicycle commuter, this appears to be the most natural route from the current path (as it currently routes past Fred-Meyer from Fremont to under the Ballard Bridge.) It is the route myself and a few of my fellow cyclists tend to think of when envisioning a completed path (prior to the DEIS.)

320-002 | Although it may seem that current cyclists re-route themselves from the current BGT break point into Old Ballard and/or over to NW Market Street, that is likely due to the current trail and road conditions. I'll admit that I reroute onto Ballard Ave from the BGT currently, but that is only due to the lack of presumed safety and welcome found along Shilshole Ave in its current state. Should the Shilshole South Alternative be developed, I would very much prefer to utilize that segment of trail as I pass by or connect in to Ballard. It feels in line with much of the canal side trail as we use riding from Wallingford through Fremont on over.

Sorry to send this last minute! I was busy telling others to comment and forgot my own.

Thank you,  
 Marc Schrameck

--  
**Marc Schrameck**  
[www.marcschrameck.com](http://www.marcschrameck.com)  
[marcschrameck@gmail.com](mailto:marcschrameck@gmail.com)  
 Cell: (206) 708-0996

**Letter No. 321**

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**From:** Marjorie Bunday <marjorie@marjoriebunday.com>  
**Sent:** Monday, July 18, 2016 11:33 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** input on BGT Missing Link

321 - 001 Thank you for your comment.

Hi,

321-001

I wanted to express my opposition to using Ballard Avenue as the extension of the Burke Gilman Trail. It will disrupt a very unique and historic commercial district. Both Shilshole Avenue options seem like obvious choices over the Ballard Avenue route. Bike lanes are transportation corridors, and to have one with as high a traffic level going through an area that is already a bit of a traffic knot, and with so many pedestrians, and the Farmer's Market, just seems really poorly considered. Thank you for registering my comment.

Marjorie Bunday

--  
Marjorie Bunday  
2607 NW 60th St.  
Seattle, WA 98107  
(303)-317-7263  
marjorie@marjoriebunday.com

**Letter No. 322**

**From:** Mark Ruebel <mruebel@nwlink.com>  
**Sent:** Friday, July 08, 2016 11:19 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** dEIS comment Burke Gillman

322 - 001 Thank you for your comments.

Director Kubly,

Thank you for continuing to push the completion of the Burke Gilman trail through the missing link. This trail is a vital connection in our city that has gone uncompleted for too many years. I have cycled on the route for 25 years waiting for this link to be completed. It is time to move forward and of the alternative only one makes sense.

I urge you to move forward the Shilshole South Alternative. This alternative will provide the most benefit to the most people and importantly have the least impact on the community. The Shilshole South Alternative will also be the safest for trail users by having the fewest intersections to cross and keeping trail users off of busy streets such as Leary Way and Shilshole. It is not acceptable to contemplate families being forced to cross arterials with very high speed traffic usage while there is an alternative that can avoid this situation.

The Shilshole South Alternative is also superior for continuity of trail usage with the remainder of the Burke Gilman Trail - use of the railroad grade. All the other alternative force users onto city streets for longer distances.

I am in favor of maximizing safety and keeping continuity of experience. That is why I support the Shilshole South Alternative.

Respectfully -  
 Mark Ruebel  
 7518 20th Ave NW  
 Seattle, Washington 98117  
 Daily bicycle commuter, father and husband

322-001

**Letter No. 323**

**From:** M Englund <menglund@psni.com>  
**Sent:** Monday, August 01, 2016 8:32 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comment on Bike Trail Missing Link in Ballard

Hello SDOT,

It is imperative that we get the Missing Link of the Burke-Gilman Trail sited safely and appropriately. As a Ballard resident since 1991 and a bike rider, sometimes a bike commuter to my job with King County, I strongly endorse Ballard Avenue NW over Shilshole Avenue NW. The businesses along Shilshole Avenue NW have a long history and are integral parts of the marine and construction industries of Seattle's economy that we want to support. Now Shilshole is also a busy commuter thoroughfare. Bike traffic is a vibrant part of Seattle's community. Bike traffic and the heavy industrial truck traffic are incompatible from a safety perspective. Fortunately, there is a perfect solution one block away -- Ballard Avenue NW.

Ballard Avenue NW is a wide street and it has very generous sidewalks. It is not a main commuting thoroughfare. Car traffic is relatively slow and light. It doesn't have heavy truck traffic except at the South end for Ballard Hardware and several other businesses. With some re-configuration construction, which will be necessary in any location, a bike lane could be added that would be a picturesque and safe segment of the Burke-Gilman Trail. It would be fun to ride and draw more people into bike riding as a means of transportation and recreation.

Thank you for your consideration of this comment.

Sincerely,  
 Mary DeVuono Englund

323 - 001 Thank you for your comments.

323 - 002 Your comment is noted.

323-001

323-002

**Letter No. 324**

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**From:** maryjgoldman@gmail.com  
**Sent:** Monday, August 01, 2016 11:54 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Feedback on EIS

324 - 001 Thank you for your comments.

324 - 002 Your comment is noted.

Dear Scott Kubly,

324-001 | Not sure who to thank but I think it's great an EIS was done. I know it has potentially slowed down progress but I think it is needed and smart.

324-002 | My only comment is in regards to parking. I live in Ballard and parking is increasingly difficult, even with the new regulations going on in the area. That said, while I recognize that the Leary way will not have as much of an impact to parking, I still think the Shilshole way is my preferred way. As a biker, this way makes the most sense and given the rest of the EIS, seems like a smart choice. I would rather lose the parking!

Thanks for all the hard work on this. I know engaging the public can sometimes be frustrating but it helps us feel like we have a say in our community. Thank you for this!

Best,  
Mary

**Letter No. 325**

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**From:** Matt Leber <matt@lebers.net>  
**Sent:** Sunday, July 24, 2016 8:45 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Complete The Missing Link

325 - 001 Thank you for your comment.

Dear Mr. Kubly and Mr. Mazzola,

I am writing to express my support for a safe and direct solution to the Missing Link.

I have lived in Seattle all of my 48 years of life. From my days as an SPU Student in the 1980's to my years with Microsoft in the 90's until now, I have biked around the city in all the areas I have lived (Mostly Queen Anne and Ballard) when I have felt safe. While I've been fortunate enough to never be injured biking out to Ballard via the "missing link", many other cyclists have not. I'm getting to the age where I won't heal as quickly from falls and have not felt as comfortable riding in our increasingly congested streets with a myriad of pavement defects, partially completed bicycle facilities (the one block long protected bike lane by Seattle Center), and increasingly frustrated drivers.

Please support the construction of the Missing Link to connect our communities and make our streets and trail safer for all!

Sincerely,

Matt Leber  
2212 Queen Anne Ave N  
PMB 527  
Seattle, WA 98109



**Letter No. 326**

**From:** Matthew Snyder <mwsnyder@gmail.com>  
**Sent:** Monday, July 25, 2016 10:28 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comments on the Missing Link DEIS

Hello,

326-001

I'm writing to provide comments on the Missing Link DEIS. It's obvious to all actual trail users what the best alternative is: the Shilshole South. I would also support bicycle facilities on Leary, but that does not qualify as an extension of the Burke-Gilman trail -- they should be built as a separate project. The only people who don't support the Shilshole South alternatives are the owners of a few businesses whose free parking in the public ROW would be negatively impacted by a trail construction along Shilshole. If that small slice of business interests can win out over the ONLY safe east-west bicycle route on the northside, then... well, then we've effectively given up on logic, safety, equity.

326-002

The Shilshole South choice is obvious. We already made this decision years ago, and this DEIS simply solidifies it. The next steps are going to be hard -- yes, there will be a lawsuit from the same small group of people that represent a bygone era. I hope SDOT is ready to meet this challenge head-on.

Regards,  
Matthew Snyder  
Phinney Ridge

326 - 001 Thank you for your comments.

326 - 002 Your comment is noted.

**Letter No. 327**

**From:** Melinda Mullins <purlwise@gmail.com>  
**Sent:** Wednesday, July 27, 2016 10:41 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comments on the DEIS for Burke-Gilman Trail Missing Link Project

To whom it may concern:

327-001 | As an avid Burke-Gilman trail user and long time Ballard homeowner, it is clear to me that the missing portion of the Burke-Gilman trail should be routed along the south side of Shilshole Avenue. I've jogged, unicycled and bicycled all four alternatives studied in the DEIS report and can testify that the Shilshole route will be the safest of all four alternatives once it is completed. Shilshole Avenue is in dire need of a total redesign so that it is usable for all residents and businesses. There are no sidewalks, few crosswalks and little room on each side of the road for cyclists, pedestrians, skaters or joggers to safely travel. The parking situation is very unorganized. In some sections vehicles park very close to white line which makes them dangerous to pass. In other sections vehicles double park leaving little space to get around them. Business have placed barrels marking "driveways" in an attempt to keep cars from blocking them. Why spend money on one of the other alternatives when Shilshole Avenue has been neglected for years? The city has a duty to maintain safe transportation routes for pedestrians and cyclists. Shilshole Avenue needs to be improved no matter where the trail connection is ultimately made.

327-002 | I understand that some businesses along the Shilshole Avenue are oppose to placing the trail there in the belief that their businesses will be negatively impacted. I have a difficult time understanding those concerns. I would hope that they'd like to share in an opportunity to improve Ballard for everyone. BINMIC is surrounded by houses and apartments with residents that are impacted by those businesses on a daily basis via traffic on Shilshole, Leary, 15th, the Ballard bridge or through the Hiram Chittendem Locks. One business has even been fined for clean water violations. As an avid trail user it's difficult to avoid the BINMIC area since there is really only one safe spot in Ballard to cross the canal to reach the other side and that's the Hiram Chittendem Locks (with limited opening hours). On either side I still need to travel through potholed streets with little accommodation for pedestrians or cyclists so that I can get to other mix use trails. I would like to be able to safely ride, jog and commute from my house to Golden Gardens, through Ballard to Fremont and beyond along the the most direct route. Shilshole South will be the safest route since there are fewer intersections to cross and less turns which always pose a risk for pedestrians and cyclists.

327-003 | I urge the city council, Mayor and SDOT to move forward with the Shilshole South Alternative to connect the trail so that a variety of people can continue to enjoy it for recreation and commuting on whatever non-motorized mode they choose.

Sincerely,  
 Melinda Mullins  
 75th Ave Homeowner

- 327 - 001 Thank you for your comments.
- 327 - 002 Your comment is noted.
- 327 - 003 Your comment is noted.
- 327 - 004 Your comment is noted.
- 327 - 005 Your comment is noted.

**Letter No. 328**

**From:** merlin rainwater <merlinrain@gmail.com>  
**Sent:** Monday, August 01, 2016 5:17 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comments on preferred Shilshole South route

- 328 - 001 Thank you for your comments.
- 328 - 002 Your comment is noted.
- 328 - 003 Your comment is noted.

Hello Friends,

I live on Capitol Hill and use my bike as my primary mode of transportation. I occasionally visit Ballard to meet friends, patronize businesses, or visit the Locks or Golden Gardens. For several years my husband rode his bicycle from Capitol Hill to Ballard to his job as an elementary school teacher at Adams Elementary School. During that time he had several crashes on the Missing Link tracks.

328-001

I strongly prefer the Shilshole South route because it is the most direct and involves the most favorable grades. It is also the obvious "desire line" that people who bike choose when riding the Burke Gilman Trail. As city planners know, people are very stubborn about following desire lines, regardless of what the "experts" might prefer. If this route is not made safe as a part of the Burke Gilman trail, people will continue to use it anyway, and it will most likely be even more dangerous because people who drive will expect fewer bikes on the road.

328-002

When the Shilshole South route is built, it will be especially important to safely separate bicycles from the rail tracks; it is very encouraging to read that tracks could be moved to make the trail safe.

328-003

I am currently recovering from a hip fracture and spent a few weeks traveling by wheelchair and bus. This experience made me appreciate more than ever how important it is for trails to follow the least steep grade. With any mobility impairment, hills become much more of a barrier, distances seem longer, and detours are more discouraging. For the Missing Link to be truly friendly for all users, it must avoid unnecessary grades.

Please choose the Shilshole South alternative.

Thank you.  
 Merlin Rainwater  
 430 25th Avenue East  
 Seattle, WA 98112  
 206-769-6549

**Letter No. 329**

**From:** SCN User <bb074@scn.org>  
**Sent:** Sunday, July 31, 2016 10:10 PM  
**To:** BGT\_MissingLink\_Info  
**Cc:** bb074@scn.org  
**Subject:** Comments on Draft EIS - Burke Gillman Connector

Dear Sir,

329-001 | I think the Shilshole South Alternative makes the most sense. It is the shortest. It follows the obvious route. It keeps the trail the furthest from busy streets (with hazards of traffic, pollution, etc.) It runs through the most pleasant area. (I have walked that route, and enjoyed finding the street end parks.)

329-002 | The options that run on Leary or Market are flawed in that they favor use of major streets for storing cars, rather than for transportation. (Reducing travel lanes from 2 to 1 on major travel streets.) The city keeps removing travel lanes from major streets so traffic gets worse and worse. It gets harder to move around. If going to reduce anything on major streets (like Leary or Market) it should be the parking. (Not that that is good - but it would reduce pollution by ensuring that vehicles can get where they are going more promptly.) Use subsidiary streets or parking lots for storing cars (or make alternative shared vehicles more accessible, but maintain multiple travel lanes so that vehicles can still move). If you select one of these routes, please consider removing a parking lane, and keeping 2 travel lanes in both directions.

329-003 | I understand that some businesses along Shilshole are concerned about safety of a path through there. Please consider technological improvements to help maintain safety. Granted, in my experience bicyclists are among the worst drivers on the road (least likely to obey traffic signs, most likely to have improper lights). Consider adding extra lighting to potentially problematic business crossings (so drivers more likely to be able to see unlit cyclists). Also, consider adding automated signals (similar to railroad signals). It should be easy to have signals which show cyclists that a vehicle is approaching the trail crossing. Likewise it should be possible to detect when cyclists are approaching a crossing, and provide an alert for drivers.

329-004 | As I understand it, at one of the feedback meetings, it was proposed to put an all-way stop at 46th and Shilshole (as an interim measure until trail constructed). I think this is a bad move. If anything to be done there it should be a request stop. (Like at some pedestrian crossings where you push a button and light then changes.) Shilshole is heavily traveled there, and 46th has almost no traffic. So a 4 way stop would mostly serve to congest traffic and waste gasoline (generating more greenhouse gasses, etc.). Bicycling is very much a seasonal activity. There are far more cyclists in the warmer, lighter months. (Sure there are some hardy souls out there in rainy dark February, but not so common.) Putting in a 4 way stop would increase pollution all the time with little benefit most of the time.

Thank you for sending out information about this project, however it would have been better to send it earlier. We did not receive it until after the meetings had occurred.

Thank you,  
 Michael Hanson  
 4032 Burton Place West,  
 Seattle, WA 98199

- 329 - 001 Thank you for your comments.
- 329 - 002 Your comments are noted.
- 329 - 003 Your comment is noted. Please refer to Section 1.7.1 of the FEIS for a discussion of possible roadway design and safety considerations.
- 329 - 004 Your comment is noted.

**Letter No. 330**

**From:** Michael R. Wolf <michaelwolf@att.net>  
**Sent:** Thursday, July 14, 2016 9:56 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Complete the missing link

330 - 001 Thank you for your comments.

Over 14 years ago, I first learned about the Burke-Gilman trail from Warren Aakervick while helping the Ballard Chamber of Commerce install holiday decorations. It was a great intro to Ballard for me, as it set the tone for my engagement with the community in a way that I have never done before.

Ballard has a sense of place and a sense of community that's dear to me.

And, while I did understand his desire to preserve a safe space for his grandkids, those same grandkids have grown up in the time we've been debating just how to create that safe space. And it doesn't exist. It's been stalled. Bravo to the stallers for being effective! But stalling is not leading, and stalling is not creating. Let's lead. Let's create.

Fast forward about 10 years, and I found myself leading meetings for Seattle Neighborhood Greenways and actively participating in Ballard Neighborhood Greenways. I even helped the kick-off celebration for the first Ballard Neighborhood Greenway 3 years ago.

The greenways have been great. Because I actually live on NW 58th St, I have seen how the greenway has changed the face of cycling. I initially expected that the Ballard Greenway would attract more cyclists, and it's done that, but it's also attracted different cyclists. There is now a new class of "family bike" that has replaced a second car for families with kids. There are electric bikes. There are bicycle buses with kids commuting to school together. It's a rich set of transportation alternatives that have changed our social connections and relationship to our city and our health.

The quote from the movie "If you build it, they will come" comes to mind. I didn't know exactly what we were building when we built the Ballard Greenway on NW 58th St, then added to it on 17th Ave NW... but they came. Folks are enjoying their commute, getting exercise, chucking the need for a 4,000 pound piece of expensive machinery, and connecting with their neighborhood.

These two Greenways are but 2 of the capillaries in the system that flow onto the Burke-Gilman at Fred Meyers. Let's get the artery built so that we can attract more cyclists, and more different kinds of cyclists.

On a recent bike-to-work day, I noticed that a full 1/3 of the cycles that used the Fremont Bridge had passed by start of the trail at Fred Meyer. Just as streams flow into rivers in a watershed, the completed part of the trail was a "bike shed" that flowed into downtown.

Let's show the world what a visionary bike trail can do to change our community for the better.

It's time.

--  
 Michael R. Wolf  
 MichaelRWolf@att.net | +1-206-679-7941 | LinkedIn.com/in/MRWolf  
 "All mammals learn by playing"

330-001

**Letter No. 331**

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**From:** mikeb@colorprintingsystems.com  
**Sent:** Wednesday, July 13, 2016 4:35 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** finish the trail!

331 - 001 Thank you for your comment.

331-001

Blue Line Please!

Mike A. Boyle  
(206) 240-7401  
Color Printing Systems  
15106 10th Ave SW  
Burien, WA 98166

**Letter No. 332**

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**From:** Nathan Murdock <jedmurdock@gmail.com>  
**Sent:** Monday, August 01, 2016 4:09 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** complete the missing link please

332 - 001 Thank you for your comment.

332-001

Please select the obvious best route for the missing link alongside the train tracks. Any other route is a cop-out compromise that improves nothing.

Nathan Murdock  
2336 50th Ave SW  
Seattle, WA 98116

**Letter No. 333**

**From:** Noah Glusenkamp <noah.glusenkamp@gmail.com>  
**Sent:** Thursday, July 07, 2016 10:51 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comment on Missing Link options

- 333 - 001 Thank you for your comment.
- 333 - 002 Your comment is noted.
- 333 - 003 Your comment is noted.

Mr. Kubbly and Mr. Mazzola,

Shilshole South is the only sensible route for the Missing Link. I ride this section nearly everyday and have seen first hand how dangerous it is to pour a high capacity trail onto city streets. It confuses both bicyclists and drivers.

333-001

Driving in Ballard has become nightmarish as the population density increases. This is increasing the demand for a sensible bike trail that connects well to the rest of the city. It also makes it unthinkable to direct a trail onto any of the streets that cars are currently driving ultra-fast on when they're not deadlocked in traffic. These two things are related. People get impatient and zoom down the sidestreets, keeping as much bicycle traffic out of the way, on a dedicated trail is the only way to ensure safety.

333-002

People also like to be near water. They're naturally going to follow Shilshole for that reason, as the rest of the BG does. Having bicycles continue to make a left hand turn onto Market as we do now (going northwest) is dangerous and incongruous. I wouldn't recommend that route to anyone but a well seasoned and experienced bicyclist. Kids, teenagers, tourists are just going to continue to get hurt with the Shilshole North Alternative or the other two.

333-003

Please prefer the Shilshole South route, approve it, and build it without delay. Our city needs it.

Regards,

Noah Glusenkamp  
 3823 Fremont Ave N Unit E  
 Seattle WA 98103



**Letter No. 334**

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**From:** Peter Krystad <peter.krystad@gmail.com>  
**Sent:** Monday, August 01, 2016 4:19 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comments on DEIS for Missing Link

334 - 001 Thank you for your comment.

Scott Kubly, Director  
Seattle Department of Transportation  
c/o Mark Mazzola, Environmental Manager  
P.O. Box 34996  
Seattle, WA, 98124-4996

Mr. Kubly -

I have reviewed the DEIS for the Burke-Gilman missing link and would like to express my support for the Shilshole South Alternative. This route addresses bicycle and pedestrian safety issues, provides a direct and uncomplicated route through the area, and will have negligible affect on freight mobility in the area. Please select this option.

Regards,

Peter Krystad  
515 N 60th St  
Seattle, WA. 98103

334-001

**Letter No. 335**

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335 - 001 Thank you for your comment.

**From:** Mazzola, Mark  
**Sent:** Wednesday, July 06, 2016 12:27 PM  
**To:** Heiller, Lindsey  
**Cc:** Brochet, Art; Macik, Jill  
**Subject:** RE: FYI from CRM for case: Burke Gilman Trail, Completing the Missing Link

Thanks Lindsey – we'll keep this for our records.

Cheers,  
Mark

Mark Mazzola  
O: 206.733.9117 | M: 206.854.8720

**From:** Heiller, Lindsey  
**Sent:** Wednesday, July 06, 2016 12:14 PM  
**To:** Mazzola, Mark <Mark.Mazzola@seattle.gov>  
**Subject:** FYI from CRM for case: Burke Gilman Trail, Completing the Missing Link

This is an FYI only for a Case from Mayor's Office No response is necessary.  
This was sent out from CRM by Lindsey Heiller .  
Case No: CAS-00843-H2B3K1  
Case Title: Burke Gilman Trail, Completing the Missing Link  
Constituent Name: Gary Anderson  
Constituent Message:  
Mayor Murray,

I'd like to express my preference for the route option to complete the Burke Gilman Trail Missing Link. I strongly prefer the Shilshole Avenue route -- the original intended route for the trail. I believe that with proper design the concerns of all parties can be successfully address

It's long past time to complete the Burke Gilman Trail.

Thanks,  
Gary Anderson  
Wallingford

335-001

**Letter No. 336**

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**From:** Rebecca Barnes <brgrgb@icloud.com>  
**Sent:** Monday, August 01, 2016 5:35 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comment on choice of alternatives

336 - 001 Thank you for your comment.

336 - 002 Your comments are noted.

Dear Director Kubly -

I only recently became aware of the 4 alternative routes. I live in northwest Queen Anne and I shop, visit and recreate in Ballard. I consider it my neighborhood business district and the location of the best farmers market in our city.

Here are my strong views of the BGT missing link alternatives:

Most important is to AVOID BALLARD AVE so this uniquely wonderful, vital and preserved business area is spared both construction and permanent impacts.

I would prioritize the alternative routes this way:

1. Shilshole South
2. Shilshole North
3. Leary (don't like this)
4. Ballard (please please avoid this)

Thank you.

Rebecca G. Barnes  
Brgrgb@gmail.com  
1114 W Raye, Seattle 98119

Sent from my iPhone

**Letter No. 337**

**From:** Richard Petters <rpeters2@gmail.com>  
**Sent:** Tuesday, July 26, 2016 9:37 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comments on DEIS BGT study  
**Attachments:** Comments on DEIS BGT study by R. Petters.pdf

The text below is also being submitted as an pdf attachment to this email.  
 Richard Petters  
 206-484-0955 mobile

TO: Scott Kubly, Director, Seattle Department of Transportation

FROM: Richard Petters (rpeters2@gmail.com)

DATE: July 26, 2016

SUBJECT: **Comments on Draft Environment Impact Statement for Burke Gilman Trail Missing Link**

While the DEIS for the BGT Missing link appears as first glance to be very thorough, some of its findings and the resulting implications of these findings, especially with respect to parking, are severely flawed. Comments in this memo on the parking study and other issues are based on my experience from having lived in the Ballard area for almost 30 years and are from a person who puts around 75 miles/week of in-city riding on a bike. I also drive and walk the sections of Ballard that would be most affected by construction of the BGT's missing link. Recommendations made at the end of this writing on how best to address issues discussed.

• **Parking Study Issues**

There is a severe disconnect between the reality of parking in Ballard and the general findings of the study. The study states that the impacted area is below SDOTS target utilization rate of 70 to 80%. Talk to anyone who drives to Ballard to patronize its shops and their first comments will be the difficulties in finding a place to park. Years ago one of the reasons given by the city for installing parking meters in Ballard was to increase parking turnover so as to improve the parking situation. The city rightfully recognized Ballard had a parking problem. How can this study now imply that Ballard doesn't have a parking problem? Reasons for this disconnect between reality and the findings of the DEIS study are multifold.

○ **Study Area Is Too Large**

The primary reason the DEIS BGT study projects a false impression that Ballard has an adequate abundance of parking opportunities is that the parking study area is too large, bounded to the east by 9<sup>th</sup> Ave NW and to the west by 32 Ave NW. Very few folks, either during the day or especially during the evening, will park as far east as 9<sup>th</sup> Ave NW or as far west as 32 Ave NW at the locks with the intention of visiting the central core of Ballard. It's not only the distance that discourages this, but the outer edges of the study area includes some rather sketchy portions which can be unsafe at night. 15<sup>th</sup> Ave NW also poses a major barrier to those who park east of it. The central core area of Ballard, between 24<sup>th</sup> Ave NW and 17<sup>th</sup> Ave NW and NW 56<sup>th</sup> is where parking demand is the highest. Unfortunately this is where most of the parking would be removed by the trail designs presented in the study. The eastern border of the study area should be reduced from 9<sup>th</sup> Ave NW to 17<sup>th</sup> Ave NW and the western border reduced from 32 Ave NW to 24<sup>th</sup> Ave NW.

○ **Weekday vs. Weekend Use**

The assumption that weekend use mirrors the 6 am to 6 pm weekday use is false. Ballard has changed from a blue collar fishing community to series of boutique shops and diners which actually attracts more visitors on the weekends. As the study rightfully notes, the Sunday farmer's market also creates a huge demand for parking both for vendors and patrons.

- 337 - 001 Thank you for your comments.
- 337 - 002 Chapter 8, Parking, and Technical Appendix C (Volume 3) have been updated to include weekend parking counts. Refer to Technical Appendix C for a discussion of the rationale behind the study area boundaries.
- 337 - 003 Your comments are noted. Technical Appendix C, Parking, describes the rationale for the selection of the study area.
- 337 - 004 Weekend parking use data has been collected and evaluated in response to your and others' comments. Refer to Section 8.2 of the FEIS for a discussion of weekday and weekend parking availability and use.

337-001

337-002

337-003

337-004

337-005  
 ○ Evening Use  
 At one time it was said that Ballard rolled up its sidewalks at night. No more. Ballard has morphed from a sleepy blue-collar fishing community to a 24/7 beer commercial. As a result the demand for parking is actually more extreme during the evenings during which times public transport is sketchy. For most driving is the only option. The DEIS study only looks at times as late as 6 pm (Table 8-3, page 8-8), thus misses this issue. Currently, parking on Friday and Saturday evenings in Ballard’s central core between 17<sup>th</sup> Ave NW and 24<sup>th</sup> Ave NW is so difficult friends usually suggest an alternative rather than meeting in Ballard on weekend evenings. In the evenings and weekends, particularly on Sundays, parking demand along Shilshole Ave NW and Ballard Ave NW is intense and maxed out.

337-006  
 ○ Future Availability of Private Lots  
 The study includes several private lots. The study does properly acknowledge that these properties can change and may no longer be an option for parking. What the study fails to do is to run “what if” scenarios to see what would happen with the loss of these private parking options. An example of this is the area that was once the parking lot for the Yankee Diner. This is prime water front property that will soon be destined for better use than a parking lot.

337-007  
 ○ Final Comments on Parking  
 As an experienced bike commuter and recreational cyclists, one of the more prevalent hazards I experience on the road are drivers cruising the streets looking for parking. Their driving is erratic and their attention focused on parking rather than on others on the roadway. Please, drivers need a place to park. Do NOT remove options (parking spaces) for getting them off the road.

337-008  
 • Financial Benefit Assertions  
 The assertion that financial losses as a result of the decrease in parking spaces will be offset by increased patronage from cyclists is totally off the mark. Think about it. Users of this trail will be recreational cyclists passing through Ballard. Recreational cyclists are not out for a shopping spree and they don’t shop at night because most don’t ride at night. Folks who drive and park in Ballard do so for a reason. They are out to acquire something, food, drink, entertainment, or an object to take home. To equate that creating an opportunity for cyclists will offset the loss of patrons that drive to Ballard with the intent of patronizing local businesses doesn’t pencil out.

337-009  
 • Trail Design Issues  
 ○ Trail Foot Print  
 Trail options with a separate bike path, walking path and landscape treatments have too large of a foot print. While this looks good on paper, attempts to separate walkers from cyclists in other areas of the city have failed miserably resulting in confusion, the frequent exchange of heated words and in some cases collisions. Examples separated bike/walking trails include the trail alongside the Fred Meyer in Ballard, the BGT west of Hiram Locks, Alki beach trail, and the trail operated by the Port of Seattle along Elliot bay. All the trails mentioned have separate paths for bikes and pedestrians. Much to the frustration of cyclists, pedestrians routinely fail to use the path designated for them. Pedestrians are often encountered walking in the wrong direction on the bike path. As a result, in these areas many cyclists continue to ride in the street rather than use the bike path. Part of the problem is poor signage, but a larger reason is the inherent habit engrained into most North Americans of “all users keep right”. The instinct to keep right trumps any signage or physical features that attempts to encourage users to do otherwise. Towards this end the BGT missing link would be better served and safer with a single 12 ft wide “all users keep right” path. Also, lose the landscape treatments, they take up too much space, they impair visibility and debris from them is a traction hazard. Implementing these changes to reduce the foot print of the path might win better acceptance of the missing link from local businesses in that it may reduce the number of parking spaces that need to be removed.

337-010  
 ○ Driveway Crossings  
 All of the trail options presented have too many driveway crossings. In my experience, a bike trail with too many crossings is more dangerous than riding in the street. In this situation the bike trail/path creates a false sense of security. Drivers when they pull onto a roadway instinctively look to the left and rarely to the right. This is a big problem with two way bike paths placed on one side of a roadway, e.g. Interurban trail extension installed on Linden Ave N. For this reason rather than placing a two-way bike path on the Ballard Ave route, consider making streets associated with this route option a bike boulevard similar to what has been done on NW 58<sup>th</sup> St. It’s cheaper and safer.

337 - 005 Additional evening parking use data has been collected and evaluated in response to your and others' comments. Refer to Section 8.2 of the FEIS for a discussion of evening and weekend parking availability and use.

337 - 006 The parking lot at Yankee Diner is currently being used as part of Seattle Public Utilities' construction activities and has been removed from the potential supply count. The text of the FEIS has been revised to reflect the current parking availability situation. The EIS discloses that supply of off-street parking may change, which could result in a lower overall parking supply within the study area.

337 - 007 Your comment is noted.

337 - 008 The economic analysis noted that the losses would be partially offset by increased cyclist patronage, not fully offset. The analysis states that the loss in parking supply would raise commute costs for automobile based customer traffic, thereby lowering aggregate demand from these users; however, these losses could be offset, in part, from increases in aggregate demand stemming from increases in traffic from pedestrians and bicyclists on the trail facility.

337 - 009 Your comment is noted. Signage and other design features will be placed along the trail to aid in minimizing pedestrian and bicycle conflicts. Landscaped buffers are provided for safety purposes to provide separation, and will be designed in accordance with applicable design guidelines.

337 - 010 Your comment is noted. Driveway crossings do pose a potential conflict, and efforts are being undertaken to design the trail to provide safe crossings for both trail users and vehicles. The Preferred Alternative does not include any modifications to Ballard Ave.

337-011 The study indicates that trucks crossing the path will first be required to stop, then pull forward and thus block the path while waiting for a gap in roadway traffic. Bicyclist are a self-righteous impatient lot and are not likely to put up with this minor inconvenience. As a result, most will likely execute some sort of unsafe maneuver around the truck.

No solution is offered for issues created for drivers when returning to base, i.e. Salmon Bay Gravel. In the case of the Shilshole South alternative, westbound drivers making a left hand turn would have time their turn to account for east bound oncoming traffic and east and west bound trail users. This would result in rather lengthy traffic backups for westbound traffic on Shilshole Ave NW, especially during afternoon rush hours.

Trucks have blind spots, immediately in front of the cab and more significantly to the passenger side of the cab. I often use the Duwamish bike trail which passes through the industrial area along W. Marginal Way S. When approaching the driver's side of a truck extra precaution is needed. Drivers are preoccupied with looking to their left at roadway traffic and often do not see my approach. As a result I have be patient, stop and wait for them to clear the bike path. Few recreational cyclists have the foresight or patience in this situation to yield to a motorized vehicle. No amount of signage will get them to do so. Sit and watch any intersection along the current length of the BGT and few to zero cyclists will heed the warnings of a yield sign or stop sign.

- **Legal and Litigation Issues**

337-012 While much has been made about the liability exposure of commercial drivers in the event of a collision with a cyclist, little has been said about the liability of the city in this situation. With all the warnings raised by commercial interests, after an injury occurs, could the city now be held liable for having created an inviting hazard? No amount of signing on the trail crossings is going to detour the adverse behavior of most cyclists. As the law currently stands, when a cyclists is involved in a collision, if they don't have insurance the motorist pays. With that kind of standard it's no wonder the commercial community doesn't want this trail.

- **Cost Benefit**

337-013 The scope of the DEIS was to evaluate options for completing BGT missing link. It is understandable that a cost benefit study of spending millions to complete the missing link vs improving bicycling options in other parts of the city could not be fully addressed. At some point this needs to be done. For reason of cost and the reality of limited city budgets in today's world, in the final evaluation of missing link trail options significant weight needs to be given to the lower cost option of simply making improvements to the current "as is" situation.

- **CONCLUSIONS AND RECOMMENDATIONS**

337-014 The ideal of building a missing link that can accommodate all users in a single linear parkway between Fred Meyer and the Hiram Locks is too high of a requirement to meet. Currently all four route options have issues with removal of too much parking, too many driveway crossing, and awkward crossings at some very busy intersections. If it must be a one-size-fits-all trail as is currently being attempted, then all parties lose.

337-015 A compromise is needed. That compromise can be reached by separating cyclists and walkers as the trail passes through the central core of old town Ballard, between 17 Ave NW and 24 Ave NW. Extend the existing trail out to 17<sup>th</sup> Ave NW. Put a traffic/crossing signal at that intersection. Route the walkers and runners up Ballard Ave. As for the bicyclists, either at 11<sup>th</sup>, 14<sup>th</sup>, 17<sup>th</sup> or 20<sup>th</sup> Aves NW (or at a couple of them) make these streets bicycle boulevards. Use these boulevards to route folks up to the existing east-west bicycle boulevard on NW 58<sup>th</sup> St. Reconnect the walkers and bicyclists at the locks. This recommendation is very similar to the current situation but with some much needed improvements.

The route option suggested above would have a minimal impact on parking, put walkers in front of the merchant's store fronts, keeps users out of the industrial area hence avoiding the litigation-insurance issue often sighted by Ballard's industrial base. This option could be completed in a short amount of time and with a very significant savings in cost over the four options considered in the DEIS.

337 - 011 Your comment is noted.

337 - 012 The question of liability is outside the scope of this EIS. Without agreeing with the characterization of current law, SDOT notes that liability determinations are always based on particular facts, and no blanket rule of liability or non-liability appears likely to apply here.

337 - 013 Your comment is noted. The purpose of the environmental review process is to evaluate the potential impacts of completing the Burke-Gilman Trail Missing Link and not to evaluate whether project funds should be spent elsewhere.

337 - 014 Your comments are noted.

337 - 015 Your comment is noted. Please refer to Section 1.4.2 of the FEIS for a discussion of the selection of the Preferred Alternative.

337-016

Before any route or trail design recommendation is made the parking study needs to be reworked. This is probably the most serious flaw in the DEIS. The eastern boundary of the parking study should be limited to 17<sup>th</sup> Ave NW, the western boundary to 24<sup>th</sup> Ave NW, and the northern boundary to NW 56<sup>th</sup> St. The study also needs to include evening hours and weekends. Assumptions made in the study that weekday use mirrors weekend and evening use do not meet with reality. Also run some “what if” scenarios to see the impact on parking utilization numbers when these lots are converted to another use sometime in the future. The outcome of the reworked parking study will likely show that removal of parking along Shilshole and Ballard Avenues places the parking utilization threshold way above 70 to 80%.

Richard Petters  
206-484-0955 mobile

337 - 016 Please refer to FEIS Chapter 8, for a discussion on parking, in addition to Technical Appendix C, the Parking Discipline Report (Volume 3). The FEIS acknowledges that parking utilization is above SDOT's target rate for Ballard's downtown core. However, averaged throughout the day and across the study area, utilization rates are at or below the target rate.

**Letter No. 338**

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**From:** Ron Adams <ronboadams@mac.com>  
**Sent:** Thursday, July 28, 2016 7:29 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comments on the Missing Link DEIS

338 - 001 Thank you for your comment.

338-001 | I ride this route often to Golden Gardens . I am a 71 year old retired High School teacher. I have ridden safely my whole life . I ride 5000 miles year for recreation and errands. However the route to Golden Gardens is the most worrisome and least safe route I ride. Please fix the missing link with the South Shilshole Alternative .

Sincerely  
Ron Adams



**Letter No. 339**

**From:** Ron Whitman <ron.whitman@gmail.com>  
**Sent:** Tuesday, July 19, 2016 5:38 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** I support Missing Link Shilshole South route

339 - 001 Thank you for your comment.

I support the Shilshole South route for the missing link. It's the most direct route and it has the fewest intersection crossings. It's the easiest to navigate. Bikers that aren't familiar with the Ballard area will find the turns on the other routes will be confusing. This is a strain line, practically, between Fred Meyer and the Locks.

Has the least impact on area businesses and pedestrians. I drive and walk through this area every day and think putting a trail through Ballard Ave, Market and/or 56th would be a disaster. This trail will get its heaviest use on weekends, the same time all the retail businesses are getting the most customers driving in and out of the area. Since pedestrian use is very heavy at these times as well, gridlock would be an issue --bikes and cars must always yield to pedestrians.

I commute by bike everyday from sunset hill to SLU. My commute would be much safer and more convenient if the missing link were completed.

Thank you.  
 Ron Whitman  
 6117 34th Ave NW  
 Seattle, WA 98107

339-001

**Letter No. 340**

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**From:** Russ Mead <russmead@allenmead.com>  
**Sent:** Thursday, July 14, 2016 10:08 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** I support the Shilshole south missing link route

340 - 001 Thank you for your comment.

340-001 | I support the Shilshole South missing link route.  
I am a resident of Seattle and a bicycle rider.

Russ Mead  
russmead@allenmead.com

6225 Woodlawn Ave North, Seattle wa 98103

**Letter No. 341**

---

**From:** Scott Bonjukian <scott.bonjukian@hotmail.com>  
**Sent:** Wednesday, July 06, 2016 9:14 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comment on EIS

341 - 001 Thank you for your comment.

Hello,

I'd like to express my support for preferring and building the Shilshole South Alternative for the Missing Link trail. It is the most continuous and intuitive of the options studied in the EIS. Final selection must be made as soon as possible, and construction must also begin as soon as possible to safely connect the people who walk and ride the Burke Gilman Trail. This process has been drawn out for far too long, and the City must act now in line with its Vision Zero priorities.

Thank you,  
Scott Bonjukian

341-001

**Letter No. 342**

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**From:** s.m.akidau@gmail.com on behalf of Shaina M. Akidau <shaina@akidau.net>  
**Sent:** Wednesday, July 27, 2016 10:32 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Completing the Missing Link of the Burke Gilman

342 - 001 Thank you for your comment.

Hello!

342-001 | I'm writing to say that I support completing the missing link of the Burke Gilman in Ballard. As a family that tries to bike commute as much as possible, we appreciate the safety and fun of a dedicated trail for cycling.

Thank you!

Shaina Akidau

**Letter No. 343**

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**From:** Stephen Spencer <stephenspencer@gmail.com>  
**Sent:** Tuesday, June 28, 2016 1:16 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** feedback...

343 - 001 Thank you for your comment.

343-001 | Please build the Shilshole South Alternative.  
Thank you.

Best,  
--  
Stephen Spencer  
e-mail: [stephenspencer@gmail.com](mailto:stephenspencer@gmail.com)

**Letter No. 344**

**From:** Steve Malone <stephendmalone@gmail.com>  
**Sent:** Wednesday, July 27, 2016 9:51 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Enough already! Do it!

344 - 001 Thank you for your comment.

Dear Seattle City Government,  
 Finish the "missing link" on the south Shilshole alternative!

I have been riding from University District to Shilshole frequently for the past 45 years. At age 72 I don't have that many years left where I can do this and really would like to be able to finish my riding life on a completed trail. The arguments against the South Shilshole Ave route are bogus. There are plenty of examples where commercial and industrial activities are intermixed with a safe trail (Duwamish trail and south Ship Canal trails in Seattle and many in Portland). Get on with it, damn it!

Until it is completed, I and many of my friends refused to frequent Ballard businesses because of the local Chamber of Commerce's obstructionist attitude to a reasonable trail solution.

Steve Malone  
 1912 NE 63rd St.  
 Seattle, WA 98115  
 <stephendmalone@gmail.com>

344-001

**Letter No. 345**

**From:** Marjorie Parkington <mlparkington@gmail.com>  
**Sent:** Friday, June 17, 2016 10:21 PM  
**To:** Brochet, Art  
**Subject:** Endless Meetings

345 - 001 Thank you for your comment.

345-001

Dear Mr. Brochet, Good luck. I first attended a meeting in Ballard to discuss options for the missing link in 1995. Here we are 20 years later. I no longer even try to ride in Ballard, I drive to other dedicated paved trails. Salmon Bay and company won. I don't know what they won but I'm sure it must be important to them. Sadly my wife who I promised would ride with me to Golden Gardens on the completed trail will not see that day. Hopefully somebody will someday. I hope you persevere for the citizens of Seattle. I however am no longer interested. I am in Idaho rising the trail of the Coeur 'd Alenes although I still live in Seattle. Cheers  
 Sumner Parkington

**Letter No. 346**

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**From:** Susan Helf <shelf30@gmail.com>  
**Sent:** Wednesday, July 13, 2016 3:47 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Complete the BG missing link! Choose the Blue Line option

346 - 001 Thank you for your comment.

346-001 | After more than 20 years, it's time to complete the Burke-Gilman trail, and the blue line option is the safest. Just do it!

Susan Helf  
740 N. 82nd St.  
Seattle 98103

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**Letter No. 347**

**From:** Johnston <mjohn2@yahoo.com>  
**Sent:** Wednesday, July 27, 2016 5:21 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Feedback and comments

347 - 001 Thank you for your comment.

To Whom It May Concern:

I ride from my work at UW Medicine in South Lake Union to Shilshole Marina regularly--at least two - three times a week. As you know, the first part of my ride is the trail along the west side of Lake Union (the long parking lot) which is under construction and becoming beautiful and so safe! Thank you!

The second section of the ride takes me over the Fremont Bridge, then under the bridge on the BGT past Fred Meyer in South Ballard. Once I go under the Ballard Bridge, the trail becomes dangerous. By default, I choose to ride up Ballard Ave, then onto the sidewalk on Market, and down to the locks, slowly and carefully, on the SIDEWALK. This section is unsafe for me AND the cars AND pedestrians. I notice many other riders choosing to ride on the north side of Shilshole, which is MUCH more dangerous as there are obstacles and vantage points where cars cannot see riders.

A bike trail similar to the one on the west side of Lake Union should be constructed AS SOON as POSSIBLE on Shilshole South. This trail will be safer for drivers, bike riders, and pedestrians. It will also be a significant draw for bicycle tourists wishing to 'Ride the Burke Gilman' all the way to the Sound.

Please proceed with the Shilshole South plan as soon as possible.

Thank you,

Susan Johnston  
 6727 Dayton Ave N  
 Seattle, WA 98103  
 206-948-3073

347-001

**Letter No. 348**

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348 - 001 Thank you for your comment.

**From:** Tarrell Kullaway <tarrellk@cascadebicycleclub.org>  
**Sent:** Monday, July 11, 2016 7:31 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** I ride the missing link and like the south shilshole option

thanks!

Tarrell Kullaway, CFRE  
Senior Director of Membership and Development  
Direct: 206.939.4312  
Mobile: 206.240.2235



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**Letter No. 349**

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**From:** Todd Wathey <todd.wathey@gmail.com>  
**Sent:** Friday, July 22, 2016 9:24 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Don't let a few cranky businesses dictate good public policy

349 - 001 Thank you for your comment.

349 - 002 Your comment is noted.

Dear Mr. Kubly,

At the open house for at the Leif Erickson Lodge, I commented to you that you have a difficult job.

349-001 One aspect of your job that should not be difficult is to complete the Burke Gillman Trail on the southern Shilshole route. This is the ONLY route that makes any type of sense for the safety of all, and the efficient movement of vehicles and freight.

349-002 Don't let a few cranky businesses dictate good public policy. Their true discontent is the loss of parking. In 2016 Seattle, abundant free parking on city owned land is simply not the reality any longer. Their objection that the trail would substantially negatively impact their operations is rhetoric. One only has to look north to find Ocean Concrete - 1415 Johnston St, Vancouver, BC V6H 3R9, Canada - operating in Granville Island where trucks are forced to pass by a busy bike path nearby on every trip. Ocean concrete has been operating for 125 years despite the pedestrian/bike path.

Sincerely,

Todd Wathey

Todd Wathey  
8605 23rd Ave NW  
Seattle, WA 98117

**Letter No. 350**

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**From:** Tom Walker <twalker@nsecocomposites.com>  
**Sent:** Friday, July 22, 2016 10:23 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comments on Burke-Gilman Trail Completion

350 - 001 Thank you for your comment.

To whom it may concern:

350-001 | I strongly support completing the Burke-Gilman Trail via the South Shilshole Alternative. I used to ride this route multiple times per week, but now avoid it except at low-traffic times, due to safety concerns. We've waiting WAY TOO LONG to get this piece completed. Now is the time. And the South Shilshole Alternative is the way to do it.

Thanks in advance.

Tom Walker  
3815 Bagley Ave N  
Seattle, WA 98103  
206-547-7873

**Letter No. 351**

**From:** Whitney Neufeld-Kaiser <whitney.n.k@gmail.com>  
**Sent:** Wednesday, July 13, 2016 9:03 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comment on EIS for Missing Link Project

351 - 001 Thank you for your comment.

Hi, BGT Missing Link folks!

Thanks for making the EIS statement available. I confess that I didn't read the entire document.

351-001

I want to express a preference that consideration be given to which route allows the most separation between users of the trail and motorized vehicles. Seattle has seen a steady shift away from "Sharrows" and similar types of shared-use infrastructure towards bike lanes that are both visually and physically separated from car/truck lanes.

The more separation, the better. Perhaps all the routes under consideration would allow this equally. But if not, more separation is better for all users.

Thank you for your time!  
 Whitney Neufeld-Kaiser  
 6540 31st Ave NE, 98115

**Letter No. 352**

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**From:** Zach Nostdal <nostdal@gmail.com>  
**Sent:** Friday, July 15, 2016 10:46 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Complete the Missing link on Shilshole!

352 - 001 Thank you for your comment.

352 - 002 Your comment is noted.

Hi,

352-001 | My name is Zachary Nostdal I live in Seattle and am a registered voter here. I support completing the missing link along Shilshole, it makes the most sense to complete it there. Its the route I take when I ride in that area.

352-002 | I also am not in favor of the ballard ave alternative. It doesn't make sense to have a trail that will be disrupted by or disrupt the Ballard Farmers Market one day every week.

Thank you,  
Zach

**Letter No. 353**

**From:** ronaldeber@comcast.net  
**Sent:** Monday, August 01, 2016 12:26 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Comments on Burke-Gillman Trail Alternatives

353-001 After attending the public hearing on the DEIS for the four alternatives under consideration for the completion of the Burke-Gilman Trail, I want to fully support the **Shilshole South alternative** as the safest and best route now being evaluated. Although none of the routes are perfect, the Shilshole South alternative will be the least disruptive and provides opportunities for creative solutions to the many design challenges needed to complete the trail's "missing link." My comments are the following:

353-002 1. The Shilshole Avenue route only has four (4) traffic driveway crossings to address and thus is the safest possible route. Limiting the number of conflicts should be a high priority for the chosen alternative.

353-003 2. The wide right-of-way for Shilshole Ave provides good visibility and with good signage, conflicts can be limited or eliminated. The current street is a chaotic mix of auto, truck and bike traffic, rail lines and parking. Conflicts between traffic, especially trucks now exist and better signage, street markings and sidewalks can reduce conflicts and improve the traffic flow and safety of the street for all users. Testimony at the hearing noted that better signage and design for a bike trail on the south side of the ship channel improved the safety there and the same will help on Shilshole.

353-004 3. The other alternatives, especially for Ballard and Leary Avenues present terrible conflicts. The trail and speedy bikers passing through on Ballard Avenue will ruin the ambiance, pedestrian friendly and character of the historic district and street. The disruption and possible forced relocation of the Sunday Market would be tragic. It is one of the best features and attractions of Ballard and a primary reason my wife and I decided to move here.

353-005 4. The Leary Avenue route will restrict traffic flow and also present major safety problems for the frequent emergency vehicles that continually are called to the assisted living facility there (Landmark Assisted Living). This route also would put the trail through the complex intersection at Leary and Market/22nd Avenue. It is tricky to navigate this intersection now becse of the mix of cars, pedestrians and bikes. But an increased flow of bikes will impede traffic and pedestrians and increase the dangers at this crossing.

353-006 5. Further, both the Ballard and Leary routes would put the trail onto Market Street which is already congested especially with transit vehicles between 22nd and 24th. Sometimes you can barely get through the Market and 22nd Ave intersection because the double length busses are backed up all the way from 24th.

Although the Shilshole south alternative will present some short term adjustments for the businesses there in terms of traffic flow, deliveries and parking, the completion of the trail is for the betterment of the city in the long term. Good design, signage, cooperation and patience will benefit all interests involved.

353-007 By all measures, the Shilshole South alternative is the best route for completing the trail. It should not be rejected because of the threat of legal challenges but rather chosen as in the best interests of the City and neighborhood. The case can be made and justified for this route to withstand legal challenge with your

353 - 001 Thank you for your comments.

353 - 002 Your comment is noted.

353 - 003 Your comment is noted.

353 - 004 Your comment is noted.

353 - 005 Your comment is noted.

353 - 006 Your comment is noted.

353 - 007 Your comment is noted.

careful evaluation of all the alternatives. Flexibility in design and the possible separation of foot and bike paths in certain spots along the trail should also be considered in order to place the trail along Shilshole.

353-007 The Shilshole South alternative is safest, least disruptive and most direct route for the completion of the trail and I strongly urge its selection.

Please enter these comments into the record of this proceeding.

Ronald Eber  
5450 Leary Avenue NW # 551  
Seattle, WA 98107.



**Letter No. 354**

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**From:** Adam Sherman <ajsherman@gmail.com>  
**Sent:** Wednesday, July 06, 2016 12:20 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Missing link feedback

To Whom It May Concern:

354-001 | I am a Ballard resident who uses the BG Trail to commute to work almost daily. I am writing to express my excitement about completing the missing link and to express support for either of the Shilshole alternatives or the Leary alternative. I would also like to express concerns regarding the Ballard Ave alternative **IF** it would threaten the historic nature of the district or the continuation or culture of the Ballard Farmer's Market.

354-002 | Finally, I would also like to express my hopes that one of these alternatives will address the awful situation that currently exists at the corner of NW 46th St and Shilshole Ave NW. Motorized vehicles never stop to allow bikes or pedestrians to cross 46<sup>th</sup> St and it leads to very dangerous conditions and cyclists and pedestrians are regularly forced to play "[Frogger](#)" to make their way across.

Thank you for taking the time to listen.

Adam Sherman

354 - 001 Thank you for your comment.

354 - 002 Heading west, the Preferred Alternative would continue the Burke-Gilman Trail along the south side of NW 45th St and Shilshole Ave NW, so that trail users would not have to cross the intersection at NW 46th St.

**Letter No. 355**

**From:** Amanda Scharen <amanda.c.gillman@gmail.com>  
**Sent:** Sunday, July 10, 2016 1:28 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Missing Link Trail

355 - 001 Thank you for your comments.

355 - 002 Your comment is noted.

To whom it may concern:

My name is Amanda Scharen and I live and work in the Ballard neighborhood. As a physical therapist who serves the community in a local outpatient setting, I feel it is my duty to advocate for safe, efficient and feasible means of active transportation for our neighborhood. Furthermore, as an active individual who regularly uses the Burke Gilman trail for cycling and running, I am also in strong support for a safe and efficient connection to fill in the missing link.

355-001

I would like to begin my expressing my strong opposition to the Ballard Avenue Alternative. I am opposed to this route for three reasons:

1. This route would shut down the Ballard Farmers Market, thus having a negative impact on the local economy and decreasing our neighborhood's access to local produce and food products
2. This route involves the most turns between streets, which increases the risk of a car vs. bike or car vs. pedestrian collision and poses a grave safety concern
3. This route is the most inefficient route of the four that were proposed.

355-002

Of the three remaining alternatives, I would like to express my support for the Shilshole South Alternative, as it is the most direct route and does not force cyclists or pedestrians to have to navigate turning left across traffic.

Thank you for your consideration,

Amanda Scharen  
 425-269-3401

**Letter No. 356**

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**From:** Andrew <reedan@uw.edu>  
**Sent:** Thursday, July 07, 2016 10:37 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Missing Link Alternative

356 - 001 Thank you for your comment.

356-001 | I'm contacting you to express my strong support for the Shilshole South Alternative on the Missing Link section in Ballard of the Burke-Gilman trail. It makes the most sense for bikers like myself; it has the fewest intersections, provides the most space, and is the most continuous option. I bike commute most days to most places, but unfortunately I completely avoid Ballard because of the dangerous missing link and the narrow, traffic-choked streets in the area.

Thank you,  
Andrew Reed

--  
Andrew Reed  
Ph.D. Candidate, Oceanography  
School of Oceanography  
University of Washington  
#118 AIRS, Ben Hall, APL  
Office ext#: 54050  
Cell #: 717-519-9388  
[reedan@uw.edu](mailto:reedan@uw.edu)

**Letter No. 357**

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**From:** Annika Elias <annika.elias@gmail.com>  
**Sent:** Thursday, July 14, 2016 8:45 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Missing Link

357 - 001 Thank you for your comment.

Thank you thank you thank you!

Any option is fine as long as I don't have to share the road with cars.

I suggest to keep with Burke Gilman standards and avoid climbing hills of any kind.  
For that reason, Shilshole South looks the best.

Also, anything with sharp corners will have people cutting a short cut any chance they can to save going a few feet extra.

Regards,  
Annika Elias  
Bike commuter from Shilshole Bay Marina to U-district (and on to Bellevue as soon as bike lane opens on 520 :)

357-001

**Letter No. 358**

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358 - 001 Thank you for your comment.

**From:** Anthony Hodsdon <ajhodsd@hotmail.com>  
**Sent:** Wednesday, July 13, 2016 10:56 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Let's get the blue line done!

Hello,

My name is Anthony, and I am a frequent rider of the Burke-Gilman trail. These past few months especially, I've enjoyed riding with my dad on weekends down to Shilshole to gaze out upon the seashore. Although I *love* the ride, there are parts of the trip where I do not feel safe. I do take special care when riding near the train rails, for instance, but I fear that one day my dad or I will be distracted momentarily by traffic, snag a tire in the groove, and topple over. I also feel less than safe riding along Shilshole avenue, especially in the presence of heavy trucks.

I feel it is in the best interests of riders, drivers, and the city to have a dedicated path to fill in the "missing link". **My preference would be the proposed "blue" line.**

Let's make the Burke-Gilman safer and more enjoyable and *get this done!*

Thank you,

--Anthony Hodsdon

358-001

**Letter No. 359**

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**From:** Aura Ruddell <barrealis@gmail.com>  
**Sent:** Friday, July 15, 2016 7:13 AM  
**To:** BGT\_MissingLink\_Info  
**Subject:** My vote

359 - 001 Thank you for your comment.

359-001 | Shilshole South route is the way to go! Leary is too dangerous, even for cars and pedestrians. Ballard Ave is too busy, especially during the farmers market.

**Letter No. 360**

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**From:** Blaire Berry <blaire.berry@gmail.com>  
**Sent:** Saturday, July 16, 2016 2:55 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Missing Link - Shilshole South Alternative

360 - 001 Thank you for your comment.

360-001

I am writing to express my support of the Shilshole South alternative as the Missing Link. This option keeps bicyclists safer by isolating them from distracted motorists and thoroughfares that were built for vehicles. Additionally, this would be less impactful to retail businesses and their patrons as most of the area is industrial. We also avoid confusing visitors and new users by keeping a continuous trail.

Please enact this desperately needed and self-evident solution.

Sincerely,

Blaire Berry  
3618 Evanston Avenue N #10  
Seattle, WA 98103

**Letter No. 361**

**From:** Brian Ferris <bdferris@gmail.com>  
**Sent:** Monday, July 18, 2016 10:53 PM  
**To:** BGT\_MissingLink\_Info  
**Subject:** Missing Link EIS Public Comment

361-001 | Tl:dr - My preferred alignment is a combination of alignments:

- NW 45th St (south side) for the section between 11th Ave and the Ballard Bridge
- Shilshole Ave (south side) for the section between the Ballard Bridge and 24th Ave.
- Market St (south side) for the section between 24th Ave and 30th Ave.
- Connections to Old Ballard via traffic signal at 17th and Shilshole, 22nd and Shilshole, and possibly a spur trail from 24th to Ballard Ave along Market.

361-002 | I live in Ballard on 17th Ave and I work in Fremont. I bike my daughter to daycare in Fremont (and myself to work) via the combination of the 17th Ave greenway and the Burke-Gilman Trail. The scariest part of our ride is, by far, the section of the Missing Link on Shilshole Ave between 17th Ave and 46th St. Fixing this mini Missing Link is my main priority.

361-003 | Any alignment will be an improvement, but as outlined above, the alignment along the south side of NW 45th St and Shilshole Ave is my preferred option, for the following reasons:

- Moving the existing cycle-track from the north to the south side of NW 45th will simplify the awkward diagonal crossing at 11th Ave and keep bikes further from the parallel railroad tracks.
- Compared to both 46th and Leary, 45th has less traffic and is more comfortable to ride.
- The addition of a traffic signal at 17th and Shilshole is critical for allowing safe crossing by bikes with this alignment.

361-004 | For the remainder of the Missing Link, truth be told I actually prefer Ballard Ave but I think Shilshole South has the best chance of getting built. Today, Ballard Ave is a much safer and much more pleasant way of biking through Old Ballard (especially when biking with my daughter), compared to both Shilshole and Leary. While finishing the Missing Link along Shilshole South will dramatically improve the safety of biking on Shilshole, the number of driveway crossings, the volume of traffic, and the general ambiance (no shade, industrial setting) still makes it a sketchy place to ride.

361-005 | That said, I feel Ballard Ave is ultimately unrealistic for a couple of reasons:

- Many cyclists coming down 24th Ave would continue to use Shilshole even if the trail was built on Ballard Ave.
- The Farmers Market, justified or not, is waging an effective campaign against the alignment.
- Ballard Ave will actually still be a great place to bike even if the trail doesn't get built there. I'd rather settle for the more-popular Shilshole South alignment and focus on connections with Ballard Ave.

361-006 | With the trail on Shilshole, I believe signals at 17th Ave and 22nd Ave are critical for connecting the trail to Ballard Ave and the greenways + common bike routes along these avenues.

361-007 | West of 24th Ave, my preferred alignment is Market St (in combination with a road diet), for the following reasons:

- It gives direct access to the shops and businesses along Market St, places people actually want to go to (contrast that with the 54th St alignment).
- The road diet will reduce traffic speeds along Market St
- Market St feels safer, especially after dark, compared to the low traffic industrial area hidden behind buildings along 54th.

361 - 001 Thank you for your comments. The Preferred Alternative travels along the south side of NW 45th St, Shilshole Ave NW, and NW Market St. Please see Section 1.6.1 and Figure 1.3 in the FEIS for a full description and illustration of the Preferred Alternative.

361 - 002 Your comment is noted.

361 - 003 Your comment is noted.

361 - 004 Your comment is noted.

361 - 005 Your comment is noted.

361 - 006 Your comment is noted. A traffic signal at 17th Ave NW and Shilshole Ave NW is proposed as part of the Preferred Alternative and SDOT will evaluate other intersections along the alignment to determine whether additional intersection controls are warranted.

361 - 007 Your comment is noted.



361-007

- With the Shishole South alignment, the connection to 24th (especially north-bound) is always going to be tricky. By extending the trail up to Market St, it makes the connection front-and-center and makes the north-bound maneuver more straight-forward: follow the trail to Market St and then cross east across the south crosswalk of intersection with the light to position for continued north-bound travel along 24th.

361 - 008 Your comment is noted.

361-008

Regarding the remaining alignments:

- Shilshole North - this seems strictly worse than Shilshole South
- Leary Way - this requires travel through some of the busiest intersections (Leary and Market, Leary and 15th) and bus stops (pretty much all the stops along Market and Leary). It is my least favorite alignment.

Brian Ferris  
1557 NW 61st St  
206-303-8220