

Letter No. 362

From: Brian King <mrbranking@gmail.com>
Sent: Wednesday, June 22, 2016 9:13 PM
To: BGT_MissingLink_Info
Subject: Missing Link megastudy confirms: Build the trail already! [feedly]

362 - 001 Thank you for your comment.

362-001

I agree. Let's please build the trail before more people get hurt.

[Missing Link megastudy confirms: Build the trail already!](#)
 // [Seattle Bike Blog](#)



829 pages have been added to the already-towering mountain of documents studying the 1.2-mile Ballard Missing Link of the Burke-Gilman Trail.

An estimated 22 people have gone to the hospital due to crashes on this dangerous stretch just since work on this study began one year ago. More will go to the hospital before it is finished, and even more will go to the hospital before this safety hazard is finally fixed.

[The draft environmental impact statement](#) (“DEIS”) is an exhaustive study of the project’s alternatives. It’s the same study you would need to build a freeway, which is total overkill for a short extension of a biking and walking trail. But project opponents have been able to [successfully sue and delay the project](#) long enough that completing the costly and time-consuming study was the city’s only option.

So what did it find? In short: **Just build the damn trail already!**

“Completing this section of the BGT has been discussed and analyzed since the late 1980s,” the study notes. It is beyond embarrassing that this has taken so long.

You have yet another chance to comment on the Missing Link. The EIS team will host two open houses in July: **6 – 9 p.m. July 14** and **10 a.m. – 1 p.m. July 16**, both at [Leif Erikson Hall](#). You can also email comments to BGT_MissingLink_Info@seattle.gov.

Hopefully, this will be among the last times you will need to weight in on this project, but nothing can be taken for granted with this trail. From the DEIS, it seems that whatever public debate may have once existed has long solidified in favor of a trail following the rail line just like the rest of the Burke-Gilman.

“Two themes were dominant in the comment letters: trail location and safety,” according to the document. “Shilshole Ave NW was the location most often indicated as preferred for the trail. When reasons were given for this preference, the most common reason was that it is the most direct route between the two ends of the existing BGT.”

That’s it. This isn’t hard, and it should not have required this exhaustive study. Make it direct, continuous and safe. That’s all the people want. But most importantly, stop talking and just build it already!



As is the standard process for an EIS, various alternatives are compared to a no-build option. And as we know [all too horribly well](#), not building the trail would lead to completely unacceptable injury and possible death, mostly to people on bikes.

The map above notes only emergency responses to traffic incidents that did not involve a collision with another vehicle (there are plenty of those, too). And as you can see, the notoriously dangerous train tracks between the trail’s abrupt end near Fred Meyer and the Ballard historic district have claimed an enormous number of victims.

“Between January 2012 and December 2014, there were 45 incidents ... along NW 45th St and Shilshole Ave NW, and at the intersections of NW 45th St/14th Ave NW and under the Ballard Bridge,” the study notes. “However, it is likely that additional incidents caused by roadway conditions occurred but were not recorded.”

So when we wrote one year ago that 18 people would go to the hospital by the time this study was complete, we were using inadequate data. The number is nearly double that at 34, plus an unknown number of unreported injuries.

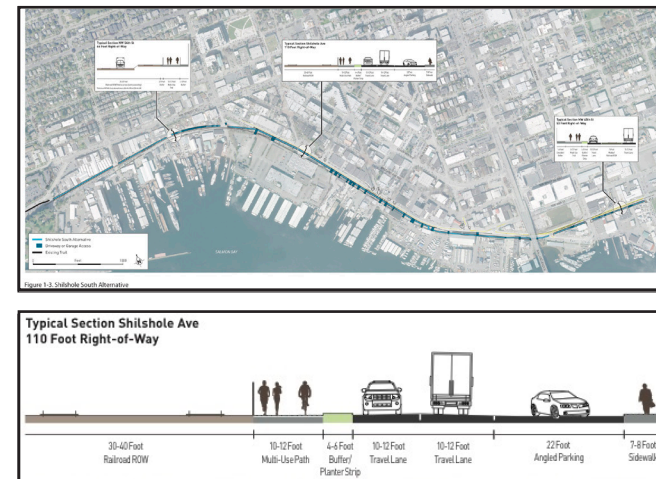
Since the Seattle City Council first approved the Missing Link back in 2003, we have allowed an estimated 293 people to go to the hospital in just these couple blocks, some of whom have been left with lifelong injuries.

And the problem will only get worse the longer we wait, the study notes.

“If dedicated bicycle facilities are not provided to allow bicyclists to avoid or safely traverse areas with obstacles such as railroad tracks, the number of nonmotorized incidents is expected to increase as nonmotorized volumes increase in the study area.”

Just build the trail already! There is no debate left to have. This endless process is hurting people.

Build the Shilshole South Alternative



The basic Missing Link plan that has been under debate this whole time is now called the “Shilshole South Alternative.” Just build that one. It’s what we’ve already debated to death, and it remains the obvious choice.

But since planners went through all the hard work to study several options, let’s take a look at what they found (emphasis mine):

The Missing Link would improve safety for nonmotorized users and motor vehicles in the study area. A dedicated bicycle facility would improve the predictability of conflict points between motor vehicles and cyclists and reduce the likelihood of collisions because potential conflict points would be clearly identifiable by both motor vehicle drivers and trail users. Potential conflict points would be clearly organized and delineated, which would allow motor vehicle drivers and trail users to be aware of where to travel cautiously. A dedicated facility would also reduce the likelihood of nonmotorized injury incidents by providing a facility that safely traverses or avoids obstacles in the study area such as the railroad tracks. The Missing Link would be designed to clearly delineate trail user space from the roadway, and would include safety features such as buffers, pavement markings, raised crosswalks, curb treatments, signage, and lighting.

Shilshole South is also the only alternative that actually addressed the crash-prone area along NW 45th Street and under the Ballard Bridge.

Again, just build it already.

But what about industrial businesses who have sued to prevent the trail’s impact on their truck movements?

Freight mobility at the intersections of 11th Ave NW and NW 46th St would be improved under the Shilshole South Alternative compared to the No Build Alternative. This is because NW 45th St would be restored to a two-way roadway, which would redistribute traffic in this part of the study area. Freight mobility at the intersection of Shilshole Ave NW and 17th Ave NW would also be improved under the Shilshole South Alternative because a signal would be provided.”

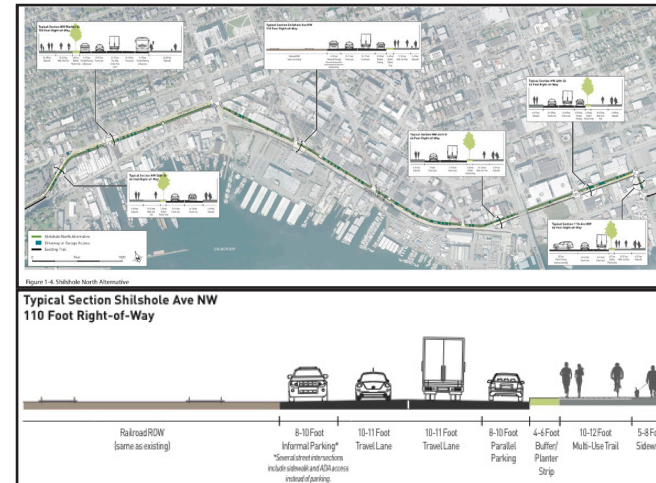
That’s right, the trail would even help nearby businesses, some of which have been throwing big sums of money to delay this project in court. However, there is a catch:

At driveways, freight vehicles could be delayed from zero to 11 seconds.

Zero to 11 seconds to prevent two dozen injuries a year. That’s an obvious trade.

Please, just build it already!

Shilshole North Alternative



Another option studied would travel along the north side of Shilshole, then turn down Market St before connecting with the west end of the trail at the Locks. It’s not awful, but it’s also not better than the south option.

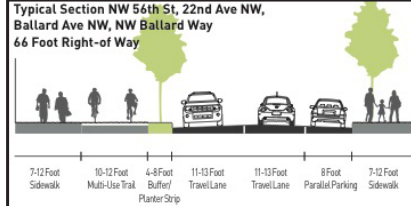
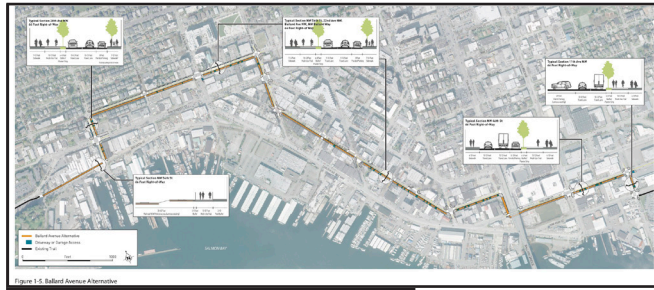
It has more intersections to cross, all of which are places for potential conflicts. It also goes a bit out of the way by traveling on Market instead of following the rail line to the Locks. And by going out of the way to bypass the track dangers on NW 45th Street, this route would leave that area dangerous as it is today.

The Shilshole North route has gone through essentially no public outreach, so who knows what opposition or concerns will arise. And though it may technically complete the trail connection, it feels like a different project more about redesigning and better activating Market Street than being the Burke-Gilman Trail.

Here is the study’s summary of the option:

The Shilshole North Alternative would provide a similar recreational experience to the Shilshole South Alternative (Section 5.2.3), but trail users who want to access shoreline street end parks would need to cross Shilshole Ave NW, a busy road with only one dedicated crossing point (at NW Vernon Pl). Therefore, this alternative would not provide as much connectivity to existing recreational sites as the Shilshole South Alternative. The route would also run through three or four signalized intersections (24th Ave NW and NW Market St; 28th Ave NW and NW Market St; NW 46th St and 11th Ave NW; and potentially a new signal at 17th Ave NW and Shilshole Ave NW), which could affect the recreational experience of the trail for bicyclists.

Ballard Ave, WTF?



Maybe this isn't the best place for a trail. Image: HMPinnsvinet [via Wikimedia Commons](https://commons.wikimedia.org/wiki/File:Ballard_Avenue_Festival.jpg).

The Ballard Ave option is definitely the strangest of the alternatives. While it would be the option that passes closest to the most businesses, Ballard Ave is already a slow, historic street with sections paved in brick. It is less direct than Shilshole and goes up a hill. It may not look like much on a map, but it would likely be enough to lead many people on bikes to just stick with dangerous Shilshole Ave instead.

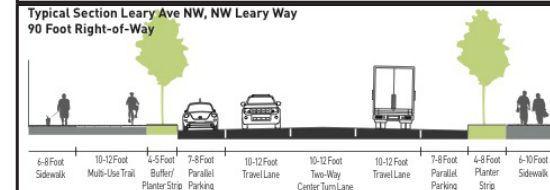
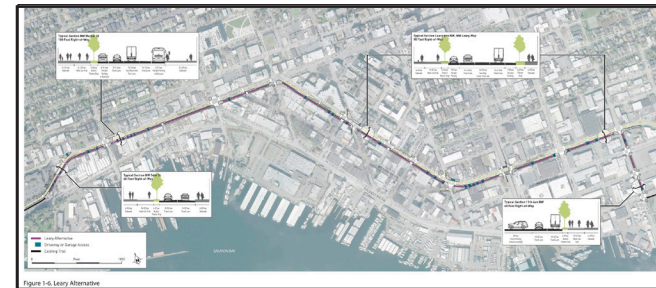
In other words, it likely wouldn't fix the problem.

Ballard Ave is also the home of various annual street festivals and a weekly, year-round farmers market, as the plan notes:

“The conflict between the BGT and the Farmers Market would be likely to decrease the recreational experience of both.”

Safe and easy access from the trail to Ballard Ave is vital. But Ballard Ave itself is just not the right place for the trail.

Leary and Market a great idea for a different project



The final alternative was pushed by some of the longtime trail appellants. This is basically the “build it somewhere else” alternative. And, as such, it's not a realistic alternative. No matter how safe the city makes Leary (a noble goal of its own), Shilshole and NW 45th Street will remain the most direct route, and the train tracks and freight conflicts will remain dangerous to the people who will inevitably choose to go that way.

That said, Leary Way and Market do need safety improvements. A complete streets project focused on serving everybody using these streets is a great idea. But that's a totally different project than the Burke-Gilman Trail.

The Leary alternative would pass by 33 driveways and 13 intersections, far more than the Shilshole South alternative. The more delays and points of conflict, the more incentive people will have to just stick with navigating Shilshole as it is:

“While eight of these intersections are signalized, it is still possible that some trail users would find the route undesirable due to a perceived lack of safety when crossing these intersections,” the study says. “There may be increased trail user conflicts on the portions of the route adjacent to NW Market St as more pedestrians use the trail.”

Why not just tear up the tracks?

I get this question a lot. The tracks are almost abandoned, carrying about three trains per week a very short distance to Salmon Bay Sand and Gravel (one of the appellants). For good reason, Federal law protects rail use so long as there is some use of them. It would be pretty problematic if a single jurisdiction could take out the rails in the middle of line. A rail line that is missing a section is no longer a rail line.

So even though the trail use so obviously outweighs the very limited use of this stub rail line, it's not within the city's purview to tear out the tracks.

The Shilshole South alternative basically follows alongside the rail line like the the section in Frelard already does. It would be easier and cheaper to build on the rail line, but that's not on the table.

In conclusion, just build the trail. Seriously.

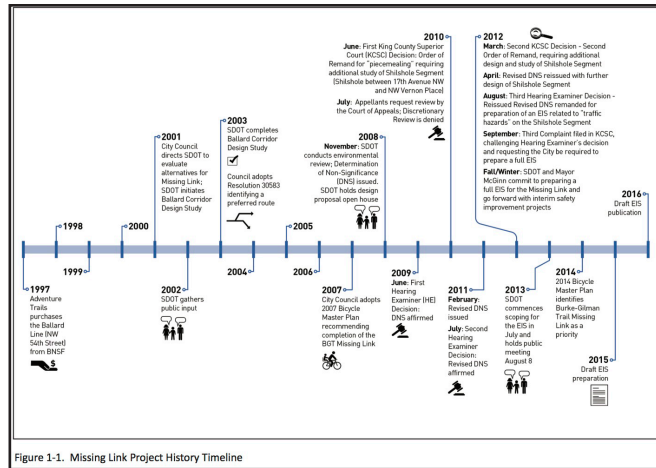


Figure 1-1. Missing Link Project History Timeline

[This Seattle Process](#)

[joke isn't funny. People are getting hurt the longer we wait.](#)

[The appellants have made it clear they don't like the trail idea. But the vast majority of people want it. The appellants have won delays and now ever have their Leary/Market concept studied and on the record. Yet after all these years of delays, debates and studies, it's still obvious that we should just build the trail along the rail line like the rest of the trail.](#)

[The study even shows that with the Shilshole South Alternative, freight delays would be either negligible or less than they are today. It would improve bike access to and from Ballard, which is good for Ballard businesses and residents. And it would prevent dozens of hospital-bound injuries every year.](#)

[No more talk. Build the damn trail.](#)

Shared via [my feedly newsfeed](#)

Sent from my iPhone

Letter No. 363

From: Briana Orr <orr.briana@gmail.com>
Sent: Tuesday, July 26, 2016 10:37 AM
To: BGT_MissingLink_Info
Subject: Missing link: I support the South Shilshole Alternative

363 - 001 Thank you for your comment.

363 - 002 Your comment is noted.

Dear Mr. Kubly and Mr. Mazzola,

I am writing to express my support for the South Shilshole Alternative — the only proposed alternative that is safe, simple, connected and direct solution to the Missing Link.

This completed multi-use path will benefit the entire community — people who are using the trail to get to work, to run errands, to explore Seattle and for fun. It will also benefit Ballard businesses by providing a safe connection to and from of the business district.

I trust that the city will not cave into the intimidation tactics of the business interests, and will stand up for the interest of the citizens (and generations of citizens to come) who have been calling for the trail to be continued and completed along South Shilshole Avenue Alternative for decades.

I want to mention that I additionally support all of the improvements in the other alternatives IN ADDITION to the completed Burke-Gilman Trail — we need protected bike lanes on our arterial streets — but South Shilshole Avenue is the only alternative that will complete the trail.

Thank you for your time and your work.

Best regards,

Briana

 Briana Orr
 Resident of: 9017 Palatine Ave N, Seattle WA 98103

363-001

363-002

Letter No. 364

From: Brooks de Peyster <bdepeyster@gmail.com>
Sent: Monday, July 11, 2016 1:25 PM
To: BGT_MissingLink_Info
Subject: Missing link

364 - 001 Thank you for your comment.

364 - 002 Your comment is noted.

364-001 | I am a ballard homeowner and a cyclist.

364-001 | I support Shilshole south, there is room for it already on the unused tracks.

364-002 | I 100% oppose anything on Ballard Ave. Adding a bike lane on ballard Ave will make things more dangerous for the already high number of pedestrians and will negatively affect the farmers market and seafood fest.

364-002 | Keep it simple.

Brooks de Peyster
(206) 225-5267
bdepeyster@gmail.com

Please excuse any errors as this email was sent from my phone.

Letter No. 365

From: Chris Jones <chrisjones33@gmail.com>
Sent: Sunday, July 24, 2016 8:09 PM
To: BGT_MissingLink_Info
Subject: Missing Link

365 - 001 Thank you for your comment.

Hello Mr Kubly,

I am a frequent user of the BGT and look forward (as well as appreciate) the steps being taken to complete the missing link.

My vote is for the Shilshole South Alternative. In my opinion, this will have the least impact on existing businesses and parking.

Thank you again!

Chris
chrisjones33@gmail.com

365-001

Letter No. 366

From: Chris Loeffler <loefflerc@gmail.com>
Sent: Wednesday, July 13, 2016 12:24 PM
To: BGT_MissingLink_Info
Subject: Missing Link Comment

366 - 001 Thank you for your comment.

Hi,

I recommend and support the Shilshole Avenue South alignment for the Burke-Gilman Trail through Ballard. It is the shortest distance, safest for bikers and seems to take up the least amount of already used sidewalk or existing road space.

Please move forward with selecting this alignment alternative.

Thanks,

Chris Loeffler
415-272-8724

366-001

Letter No. 367

From: Daniel Rowe <daniel.h.rowe@gmail.com>
Sent: Tuesday, July 12, 2016 2:12 PM
To: BGT_MissingLink_Info
Subject: Missing Link Comment

367 - 001 Thank you for your comment.

367-001

I live in Ballard (57th/26th) and I'm writing to submit my support for building the Shilshole South Alternative for the Burke-Gilman Trail Missing Link project. Thanks for the opportunity to comment.

Daniel Rowe
5707 26th Ave. NW Seattle, WA 98107

--
Daniel H. Rowe

Letter No. 368

368 - 001 Thank you for your comment.

From: Daniel Weise <cbc-sux@weises.org>
Sent: Monday, July 25, 2016 8:23 AM
To: BGT_MissingLink_Info
Subject: Missing Link, Missing Link, Missing Link, Oh, be missing no more!

Dear Mr. Kubly and Mr. Mazzola,

Can we please get the Missing Link constructed and do so in a way that works for the most number of people? That would be the South Shilshole Alternative. Just like the most important consideration for fixing the BG through Lake Forest Park was sightline issues, the same goes for this segment.

Safety requires good sightlines and predictability of all users of a roadway. The South Shilshole Alternative gives us that.

I'm a recreational cyclist that can stop avoiding Ballard once the BG is safely finished. I look forward to that day.

Sincerely,

Daniel Weise

Daniel Weise

WA 98033

368-001

Letter No. 369

From: David Moise <dmoise@comcast.net>
Sent: Wednesday, July 13, 2016 3:06 PM
To: BGT_MissingLink_Info
Subject: Missing Link; the only logical choice

369 - 001 Thank you for your comment.

369-001 | The BLUE LINE option is the only safe and logical choice for completing the “missing link” section of the Burke Gilman Trail. Please choose this option and get the trail completed!

David Moise
dmmoise@gmail.com
206.719.3186
3714 Burke Ave N
Seattle WA 98103

Letter No. 370

From: David Raible <david.raible@gmail.com>
Sent: Tuesday, July 12, 2016 4:45 PM
To: BGT_MissingLink_Info
Subject: missing ling options

370 - 001 Thank you for your comment.

370-001 | I wanted to voice my opinion on the completion of the Burke Gilman Trail missing link - which should have been completed years ago. By far the best option is the Shilshole South Alternative, which importantly will fix the dangerous stretch along NW 45th St. The other alternatives require many more interactions with traffic.

David Raible

Letter No. 371

From: David Rust <drust17@comcast.net>
Sent: Friday, July 29, 2016 7:25 PM
To: BGT_MissingLink_Info
Subject: My choice of route

371 - 001 Thank you for your comment.

371-001 | I strongly recommend the Shilshole South Alternative. Bikers will use this route even if you build a different route. The other routes just look like ideas to appease the industrial opposition.

Thanks David Rust

Sent from my iPhone

Letter No. 372

From: Debbie Bermet <bermet@comcast.net>
Sent: Tuesday, July 12, 2016 10:43 PM
To: BGT_MissingLink_Info
Subject: Missing link

372 - 001 Thank you for your comment.

372-001
Hello. I'm writing to support completion of the Burke Gilman trail to improve safety and recreation for everyone. During the week I commute to work by bicycle. It gives me exercise and saves gas but it is not that pleasant riding on trafficked streets. On the weekend, I love to ride out to golden Gardens along the trail. Riding on dedicated spaces with no cars is such a pleasure. The section that is not yet complete is annoying at best and dangerous.
Thank you.
Debbie Bermet
Seattle

Letter No. 373

From: Doug Nellis <nellis.doug@gmail.com>
Sent: Tuesday, July 12, 2016 3:15 PM
To: BGT_MissingLink_Info
Subject: Missing Link.

373 - 001 Thank you for your comment.

SDOT...

I will be out of town this week and cannot make it to the SDOT Open Houses on Thursday and Saturday. I am a regular bike rider and commuter who has logged tens of thousands of miles on Seattle's roads over the past 24 years. I have seen vast improvements in bike infrastructure during that time, which frankly makes my frustration over the lack of progress on the Ballard Missing Link even more intense. We can do better.

373-001

Businesses have blocked progress on this project for too long. It is time to complete the Burke-Gilman Trail. My strong, strong preference is to have the trail run on Shilshole, preferably the proposed southern route. Anything that winds through the streets of Ballard will be ineffective and frankly and insult to those who came before us to create the fabulous designated multi-use trail that now connects Marymoor Park to (nearly) Ballard.

Thanks for your time.

Doug Nellis
Wallingford

Letter No. 374

From: Edward Ledger <eledger@gmail.com>
Sent: Friday, July 29, 2016 9:31 AM
To: BGT_MissingLink_Info
Subject: Leary Way route better

374 - 001 Thank you for your comment.

374-001 | The Leary Way route makes the most sense to me. Less disruption of businesses and safer.
Ed Ledger
1713 Dexter Ave N
206-285-8936

Letter No. 375

375 - 001 Thank you for your comment.

From: Elizabeth Watson <emwatson@earthlink.net>
Sent: Friday, July 22, 2016 11:28 AM
To: BGT_MissingLink_Info
Subject: It's Time to Complete The Missing Link with the Shilshole S route

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,

Elizabeth Watson
 4145 2nd Avenue nw
 Seattle, WA 98107

375-001

Letter No. 376

From: Fulvio Casali <fulviocasali@gmail.com>
Sent: Thursday, July 14, 2016 9:43 PM
To: BGT_MissingLink_Info
Subject: Missing link

376 - 001 Thank you for your comment.

376-001 | I support the Shilshole South Alternative.
I am a daily bicycle rider in Ballard, and have been living on a boat at Stimson Marina (Shilshole Avenue) since 2007.

Fulvio Casali

Letter No. 377

From: t ko <gravit82snow@yahoo.com>
Sent: Monday, August 01, 2016 4:19 PM
To: BGT_MissingLink_Info
Subject: Missing link- I want the Shilshole South Route

377 - 001 Thank you for your comment.

Hello,
I want the Shilshole South Route indicated in blue to be completed.
IT is the route that is in the best interest and safety of all users of the trail, drivers in ballard, and the overwhelming majority of businesses. Not only do bicycles use the Burke Gilman but also inline-skater, runners and pedestrians.
It would be built on a right of way already owned by the city or county. It affects traffic the least of all the alternatives. Any of the alternatives will greatly affect driving in Ballard in a very negative way causing even more bottlenecks and gridlock. The alternatives also put bikes and other users into more contact and opportunity for collisions with cars.
So please do the right thing and finish the Missing Link on the Shilshole South Route.
Thank you,
Glen Koski

377-001

Letter No. 378

From: Greg Arden <greg@mcneel.com>
Sent: Tuesday, July 19, 2016 2:21 PM
To: BGT_MissingLink_Info
Subject: Missing Link

378 - 001 Thank you for your comment.

378-001

Here we are again discussing the missing link of the Burke Gilman trail through Ballard. As regular bike commuter and recreational rider I still think the Burke Gilman trail should be routed along Shilshole through Ballard. You can refer to any of numerous bike organizations for the reasons that this is the preferred orientation.

Lets just get this done and move on.

Greg Arden
3420 39th Ave W
Seattle WA 98199

Letter No. 379

From: Jack Brautigam <jack.brautigam@earthlink.net>
Sent: Sunday, July 17, 2016 2:00 PM
To: BGT_MissingLink_Info
Cc: Jack Brautigam
Subject: my comments

To Scott Kubly, Mark Mazzola, and to whom it may concern:

I am a longtime Ballard resident, have participated in many previous Burke Gilman Trail (BGT) public involvement opportunities, and am both optimistic for new action and frustrated at the historically slow pace of progress on completing the BGT. I see plenty of good intentions by City elected officials and staff, however, I also see yet another round of the same business owners legally challenging any trail plan along Shilshole Avenue.

379-001

No matter which alternative is selected for the BGT over the next few years, it is important to recognize that bicycle riders will continue to use Shilshole Avenue as a direct route through Ballard. For this reason, and regardless of where the BGT is sited/built, I urge the City to provide bicycle transportation improvements along the Shilshole Avenue and NW 54th Street rail corridors.

I also invite the City to start planning now for when the Ballard Terminal RR franchise lease and operating agreement terminate. I strongly urge not renewing this agreement. Eliminating rail would create more space for every other transportation mode and would create new neighborhood economic opportunities and services more in alignment with the lives of tens of thousands of young new residents of Ballard.

379-002

Thanks,

-Jack Brautigam

379 - 001 Thank you for your comments.

379 - 002 Your comment is noted.

Letter No. 380

From: Jacqueline Thiebe <jthiebe@hotmail.com>
Sent: Wednesday, July 06, 2016 7:10 PM
To: BGT_MissingLink_Info
Subject: My Vote: Ballard Resident - Bike Commuter

380 - 001 Thank you for your comment.

Hello:

I am a Ballard resident who works at Sandpoint and the UWMedical Center.
I bike commute every day to and from work.
I vote for the Shilshole South option.

I also suggest that every city council and voting member get on a bike and ride the current 1.2 miles worth of mess and stress to get a feel for that stretch.
It is not pretty. We cannot afford to "not do anything" anymore.

Thank you -
Jacqueline Thiebe
Ballard, WA

380-001

Letter No. 381

From: Jennie Laird <jennie.laird@hotmail.com>
Sent: Sunday, July 17, 2016 10:23 AM
To: BGT_MissingLink_Info
Subject: Missing Link comment

381 - 001 Thank you for your comment.

381-001

Please do not displace the Ballard Farmers Market. Do not choose Ballard Ave as the road utilized to complete the B-G trail.

Thank you.
Jennie Laird

Sent from my iPhone

Letter No. 382

From: JENNIFER HEINS <jenny@sustainableballard.org>
Sent: Monday, August 01, 2016 12:03 PM
To: BGT_MissingLink_Info
Subject: Missing Link comments

382 - 001 Thank you for your comment.

Hi Scott -

382-001 | I prefer the Shilshole South route alternative, as it appears to be the most rational route, but mainly I just want to see something completed so that there is a safe route for bikes and peds to travel between the east and west sides of the Burke-Gilman Trail.

Jenny Heins
(206) 384-0053



Letter No. 383

From: Jerry Scott <jerry@obatik.com>
Sent: Monday, August 01, 2016 12:35 PM
To: BGT_MissingLink_Info
Subject: Missing Link

To whom it may concern:

I am an active cyclist who has been riding the missing link for 20+ years. I currently ride Shilshole Ave. two or three times a week, usually southbound in the early morning commute timeframe.

There is no question that the only reasonable route connecting the two existing segments of the Burke Gilman is the one on Shilshole Ave. and 54th. We need only look at the Burke Gilman in Ballard & Fremont and the Duwamish Trail on West Marginal Way to see examples of reasonably good co-existence of industry and bicycle traffic. If conventional bike lanes had been implemented on Shilshole a decade ago most of the conflict about the trail could have been avoided. Frankly, my daily ride takes me on streets that are much worse than Shilshole, which leads me to believe that the main benefit of completing the trail will be motorists who get relieved of bicycle traffic. (That plus the joggers and dog-walkers who won't have to turn around when they hit the end of the existing trail segments.)

Whatever route is selected it is critical that it be built as a multi-use path and not as a "protected" bike lane. The failed interurban bike lane on Linden has shown us that when you sandwich a "protected" bike lane between two segments of MUP the neighborhood doesn't know how to treat the bike lane and use it as a parking strip, as a staging area for deliveries, and as a venue for mobility scooters, skateboards, pedestrians, etc. When that kind of activity is separated from fast cars by vehicle parking you get cyclists (and other users) veering into the street unexpectedly and without being able to see what is approaching - a worse safety issue than we have currently. The City really must design that section of trail for the whole spectrum of people that will be using it, they must physically separate it so that it doesn't get parked on, they must keep city employees and utility companies from casually using it instead of a traffic lane, and they need "no motorized vehicles" signage and bollards to protect the dog-walkers & runners & cyclists who use the trail.

Jerry Scott
 6260 1st Ave. NW
 Seattle 98107

383 - 001 Thank you for your comment.

383 - 002 Your comment is noted. As described in Section 1.2 of the FEIS, the primary project objective is to build a multi-use trail.

383 - 003 Your comment is noted. Please refer to FEIS Section 1.2 for a description of the Project Objective and Section 1.7.1 for a discussion of the Roadway Design and Safety Considerations.

Letter No. 384

From: Cohen, Jessica <jcohen@path.org>
Sent: Thursday, June 30, 2016 9:23 AM
To: BGT_MissingLink_Info
Subject: Missing link

384 - 001 Thank you for your comment.

Hi,
I am excited to see the progress on addressing the Missing Link. I live in Ballard (57th/28th) and often bike to work in SLU, so this extra bike route will greatly improve the safety of my ride. I will be away during the open houses so wanted to share my vote for the Ballard Ave route. This is the way I generally ride to get to the trail at Fred Meyer as I find it to have the least traffic, fewest dangerous intersections and cars often going slower than the alternative routes, not to mention fewer trucks/industrial traffic and rocks/gravel that Shilshole always has on the shoulder.
As Ballard Ave is already a great walking street, it would be great to add the benefit of making it a safe biking street as well to connect the bike paths.
Thanks very much-I look forward to this link coming soon!
Best,
Jessica Cohen

Sent from my iPhone

Letter No. 385

From: Jessica Munns <jessicamunns@gmail.com>
Sent: Saturday, July 16, 2016 10:45 PM
To: BGT_MissingLink_Info
Subject: Missing Link routes

385 - 001 Thank you for your comment.

To whom it may concern,

385-001

I wanted to voice my opinion about using Ballard Ave as the Missing Link for the BGT. I feel that this would be a terrible choice. The problems it would cause for the Ballard Farmer's Market, combined with the loss in parking, would be detrimental to the neighborhood. The Shilshole South alternative would have less of an impact on how the community uses this area of Ballard.

Thank you,

Jessica Munns

Letter No. 386

From: Jill McGrath <jillmm@comcast.net>
Sent: Saturday, July 09, 2016 1:54 PM
To: BGT_MissingLink_Info
Subject: Missing Link in Ballard

386 - 001 Thank you for your comment.

Greetings!

I definitely support completing the missing link in Ballard. Hurrah!
However, I do feel that Ballard Avenue would not be a good choice. Given that the street is narrow and full of businesses (and a Sunday Market), it would not seem to be the right choice.

I vote for the option going down Shilshole Avenue. It would lend itself most easily to bikers and other trail users and disrupt the least.

I have lived in Seattle, near or in Ballard, all my life, and I work in Ballard.

Thanks for listening,

Jill McGrath
6743 Palatine Ave N
Seattle, WA 98103

386-001

Letter No. 387

From: Jim and Marsha LeMoine <jimandmarsha@comcast.net>
Sent: Sunday, July 31, 2016 9:55 AM
To: BGT_MissingLink_Info
Subject: Re: Missing Link Info

Thank you very much for your response. That is all helpful information.

I understand what the purpose of an EIS is - but since we are being asked to select one option, we don't want to do that without more information. Your response gave us that general information.

Our first choice would be to build an elevated bike path along south Shilshole - this would greatly alleviate the safety factors, as well as the disruption to parking and truck/industrial traffic. That option would be more expensive to build - however if you factor in everything (including the ongoing legal fights to stop the trail, and the inevitable lawsuits when someone gets hurt on the trail from a truck, it most likely would end up being less expensive and quicker to build.

Has that been considered or just quickly been dismissed as too expensive?

Thank you

> On Jul 28, 2016, at 4:49 PM, BGT_MissingLink_Info <BGT_MissingLink_Info@seattle.gov> wrote:

>
 > Thank you very much for your email regarding the Burke Gilman Trail Missing Link Project. We appreciate you taking the time to share your perspective.

>
 > The purpose of an Environmental Impact Statement is to evaluate the potential impacts of the project on the natural and human built environment. As such, the cost of designing and constructing a project is not evaluated as part of the EIS process. However, cost would be considered, along with other factors including the impacts identified in the EIS, as part of the final decision to proceed with the project. We are currently seeking input on our analysis of the impacts of each of the alternatives--in other words, is there anything we missed?

>
 > We do not have cost estimates for the Shilshole North, Ballard Avenue, or Leary alternatives at this time. In 2012, when we were seeking to complete the Missing Link along the south side of Shilshole (i.e. the Shilshole Alternative) our estimate to complete the project was roughly \$11 million, which included design, construction, and construction management. The Shilshole North, Ballard Avenue, and Leary alternatives would all require some degree of utility relocations, which can add significant cost depending on the extent of relocations required. Similarly, we cannot estimate the likelihood of a fight for any of the alternatives, although historically the Shilshole South alternative has been the alignment in contention.

>
 > Last, once our Final EIS is published in early 2017, design for the project could last a year, depending on the alignment ultimately chosen. Construction may take between a year and 18 months.

>
 >
 > Art Brochet
 > O: 206.615.0786 | M: 206.852.8848

>
 >

387 - 001 Refer to Section 1.9 of the FEIS for a disucssion of alternatives that were considered but are no longer included, including a discussion of why an elevated trail is no longer being considered.

387-001

387-002

>
>
>
>
>
> -----Original Message-----
> From: Jim and Marsha LeMoine [mailto:jimandmarsha@comcast.net]
> Sent: Tuesday, July 26, 2016 8:20 PM
> To: BGT_MissingLink_Info <BGT_MissingLink_Info@seattle.gov>
> Subject: Missing Link Info
>
> I looked through the presentation info and much of the other info, but I can not find the cost impact.
>
> What are the estimated costs for each of the 4 alternative routes and what is the estimated time to complete each?
>
> The estimated time and cost to complete should not only include design and construction costs, but also should include all additional studies prior to construction that would be necessary for each alternative; the likelihood of a fight against it; and any other activities that would be necessary for that particular route. Please forward the total estimated cost and schedule, so that we can make an informed decision.
>
> Thank you,
> Jim & Marsha LeMoine
>
>

387 - 002 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. The cost to complete the Burke-Gilman Trail has not yet been determined, and is outside the scope of this EIS.

Letter No. 388

388 - 001 Thank you for your comment.

From: John Jordan <johnjordansemail@gmail.com>
Sent: Tuesday, July 19, 2016 8:28 AM
To: BGT_MissingLink_Info
Subject: Missing Link proposal/impact

To Whom It May Concern,

I am a resident of Ballard, and wanted to weigh-in on the current proposal to complete the Burke-Gilman trail...something that is long overdue. As a regular jogger/biker of the trail, it's well recognized that the current incomplete portion is a hazard to everyone who uses it. In regard to the proposed paths to completion, I'd like to weigh-in that the use of Ballard Ave. (and the potential impacts it would bring along with it) make for a suspect option. Ballard Ave is already a heavily trafficked pedestrian and commercial thoroughfare that has a unique feel and makes the neighborhood a truly special place. The fact that this proposed path would also impact the long-standing Sunday Farmer's Market should not be taken lightly. It is one of the many reasons that I chose to live in the neighborhood and is critical to the feeling of community that makes Ballard unique. It seems so much more logical to utilize either of the Shilshole routes proposed - they offer wider roadways and more direct connections to the existing portions of the trail.

I can only hope you're taking into account the feedback of those in the community on this decision. All the neighbors I've talked with are hopeful that the decision steers clear of Ballard Ave, and improves/preserves a much needed addition at the same time.

Appreciate your consideration!
 John Jordan
 --
 Sent from my electronic mail

388-001

Letter No. 389

From: Jonathan McAferty <jmcaferty@gmail.com>
Sent: Sunday, July 17, 2016 5:06 PM
To: BGT_MissingLink_Info
Subject: Missing Link Comment

389 - 001 Thank you for your comment.

To who it may concern,

I live in Ballard and absolutely love it. The neighborhood is one of a kind and wonderful. The streets can get fairly congested however, which can be dangerous for bikers. Getting bikes through Ballard safely is important and I believe that the safest and most efficient route is the Shilshole South alternative route. It keeps the bike further out of harms way, keeps them off market street (which has the worst traffic) and seems to be the most direct. Please please PLEASE, use this route. I would like to mention as well that if you do decide to go with a different route, please don't use one that would go on Ballard Ave. it's the center of nightlife and to lose more street space seems like it would be a waste. Also, the Ballard market happens there and we don't want to lose it!

Thanks so much,
Jon McAferty
206.245.0582
jmcaferty@gmail.com

Sent from my iPhone

389-001

Letter No. 390

From: Joshua Shanks <jjshanks@gmail.com>
Sent: Wednesday, July 20, 2016 11:54 AM
To: BGT_MissingLink_Info
Subject: Missing Link Comment

390 - 001 Thank you for your comment.

390-001 | I support the south shilshole option for the missing link.

Letter No. 391

From: Juan Valera <jav094@gmail.com>
Sent: Wednesday, July 13, 2016 8:37 AM
To: BGT_MissingLink_Info
Subject: Missing Link feedback

391 - 001 Thank you for your comment.

Good morning!

I'm Juan Valera, I've lived in Ballard for a scant two years, but I plan on sticking around for many many more! I currently bike commute to Seattle Children's Hospital, about 7.5 miles east of Ballard on the Burke-Gilman Trail. I worry about the danger that traffic and railroad tracks pose to cyclists; finishing the Missing Link would go a long way towards mitigating that danger.

To that end, I think it would be in the region's best interest to build the remaining section of the Burke-Gilman Trail, specifically the Shilshole South alternative laid out in the SDOT Draft Environmental Impact Statement.

Thank you for your time!
 - Juan Valera

391-001

Letter No. 392

From: Julian Davies <totcycle@me.com>
Sent: Wednesday, July 13, 2016 5:00 PM
To: BGT_MissingLink_Info
Subject: Missing Link vote

392 - 001 Thank you for your comment.

392-001 Hello!
I can't attend the meetings this week, but I'm a pediatrician and family biking guy who wants to register a vote for please just build it already on the original studied and processed ad nauseam Shilshole/tracks alignment.

Thanks!!
Julian Davies, MD

Letter No. 393

From: Karen Howell <howellkaren@gmail.com>
Sent: Monday, July 25, 2016 8:40 AM
To: BGT_MissingLink_Info
Subject: Missing Link

Good Morning,

I am a Ballard resident and would like to weigh in on the Missing Link project for the Burke-Gilman bike trail.

393-001

I believe the best option is the Shilshole Alternative on the south side of the road. In its current state it is unsafe but could be remedied with a highly visible designated path with some pylons. This is the most direct route with the fewest intersections.

393-002

The Ballard and Leary Alternatives would be no safer and would cause serious disruption to the core of the dense pedestrian area.

Karen Howell

393 - 001 Thank you for your comment.

393 - 002 Your comment is noted.

Letter No. 394

From: Katherine Harris <j-kharris@comcast.net>
Sent: Saturday, July 16, 2016 5:42 PM
To: BGT_MissingLink_Info
Subject: Missing Link Burke Gilman Trail

394-001 | I was unable to attend the meetings in Ballard regarding SDOT extending the Burke Gilman Trail. I oppose putting the trail on Ballard Avenue, one of the most popular and used streets in Ballard. Parking is already a rare commodity and Ballard Avenue is often the only street available. There are so many restaurants, stores and finally the Farmer's Market, that it doesn't make sense to put a bike trail there. Leary Way is also a main route for cars and trucks to get to/from Ballard. Can't something be done along Shilshole Avenue where there is so much open space available. I know there are trucks there but can't a path be made along the waterfront somehow? It is unconscionable to take away such heavily used roads and so many valuable parking spaces for a few people to ride their bikes in the summer. Business owners should not be subjected to road closure while this path is being built as well as having to suffer the consequences of having a bike path in front of their businesses for ever more.

394-002 |
 394-003 | What is going on in this city that we care more about a few bike riders than long lived businesses? Find another path that does not affect me and my friends. There must be an alternative that wouldn't impact so many people so negatively. No to what the SDOT has planned so far. Find another route.

Thank you.

Kathy Harris
 Magnolia

394 - 001 Thank you for your comment.

394 - 002 The multi-use trail would be constructed within the public right-of-way. Locating the trail outside of the right-of-way would require private property acquisition. The trail would be a facility that is used year round by people walking and running as well as biking. Please refer to FEIS Chapter 7, Transportation for a discussion of potential impacts to business driveways along each proposed alternative route, and to Chapter 8, Parking for a discussion of potential parking loss associated with each alternative.

394 - 003 Your comment is noted.

Letter No. 395

From: Katherine Idziorek <katherineidziorek@gmail.com>
Sent: Thursday, July 07, 2016 8:47 AM
To: BGT_MissingLink_Info
Subject: missing link alternative

395 - 001 Thank you for your comment.

395-001 | I strongly support the South Shilshole alternative - this is the most intuitive and direct route.
Thank you,
Katie Idziorek

Letter No. 396

From: Ken Walkky <kwalkky@gmail.com>
Sent: Monday, July 25, 2016 11:19 AM
To: BGT_MissingLink_Info
Subject: Missing Link-Blue Line

396 - 001 Thank you for your comment.

396-001 | I have lived in or near Ballard for many years and support the Blue Line for the completion of the Burke-Gilman Trail as the safest and most direct route.

Thank you,

Ken Walkky

Sent from my iPad

Letter No. 397

From: Laura Middleton <lauramidd@gmail.com>
Sent: Thursday, July 14, 2016 10:34 AM
To: BGT_MissingLink_Info
Subject: Missing Link -Shishole south

397 - 001 Thank you for your comment.

Hello,

I support the Shishole South route because:

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.

It's the safest route. This route will have the least interaction with traffic and has the fewest intersections (including driveways and side streets) to cross.

Thanks

Laura Middleton
6117 34th Ave NW
Seattle WA. 98107

397-001

Letter No. 398

From: McCarthy, Liz (SEA-HKG) <liz.mccarthy@hal2l.com>
Sent: Monday, August 01, 2016 11:28 AM
To: BGT_MissingLink_Info
Subject: Missing Link Feedback

398 - 001 Thank you for your comment.

398-001 | The Leary Way Alternative would be my choice.
| The Ballard Farmers Market must be protected at all costs.

Liz McCarthy
Senior Project Manager

HackerAgency
LEADS TO LOYALTY
t 206.805.1500
d 206.805.1359
c 206.399.6250
<http://HAL2L.com>
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Letter No. 399

From: lizmikio@seanet.com
Sent: Monday, August 01, 2016 11:28 AM
To: BGT_MissingLink_Info
Subject: Missing Link Feedback

399 - 001 Thank you for your comment.

399-001 | The Leary Way Alternative would be my choice.
The Ballard Farmers Market must be protected at all costs.

Letter No. 400

From: Lurline Sweet <lurline.sweet@gmail.com>
Sent: Wednesday, June 22, 2016 3:12 PM
To: BGT_MissingLink_Info
Subject: Missing Link

400 - 001 Thank you for your comment.

Hello,

400-001

Please finish the missing link. I would like to be able to safely bike along the Burke-Gilman Trail all the way to the playground and beach at Golden Gardens so my toddler can play there, but I don't want to risk going over the train tracks or under the Ballard Bridge with her.

Thank you for your help making this happen.

--
Lurline Sweet

Letter No. 401

From: Kravette, Margot <Margot.Kravette@seattlechildrens.org>
Sent: Thursday, July 28, 2016 10:44 AM
To: BGT_MissingLink_Info
Subject: Missing Link comment

401 - 001 Thank you for your comment.

401-001 | The only rational option is the Shilshole south alternative. It makes no sense whatsoever to have bikers riding through the streets of Ballard and put themselves at even greater risk of cars. The construction would interfere with businesses and put the future of the Ballard market at risk.

Margot Kravette
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Letter No. 402

From: Martha Dilts <marthadilts@aol.com>
Sent: Monday, July 11, 2016 2:44 PM
To: BGT_MissingLink_Info
Subject: Leary Alternative- Please think negative impact to Pedestrians!

Dear Mr. Kubly,

402-001 I am Against the Leary Alternative for the Burke Gilman Trail and do not think the impact on pedestrians has been adequately considered. For an area that may become a city of Seattle Pedestrian Zone, I think this is a huge oversight which could have terrible consequences for Ballard Residents, especially seniors or disabled people. I am a very active senior pedestrian and my husband is mobility challenged and is a very slow pedestrian. He currently has a hard time crossing Leary and I know this alternative will be another barrier for him and us all.

402-002 The long block of Leary between 20th and Market has three large residential buildings including one retirement home on the west side and two condos on the east side. I live on this block and we chose it as I love to "walk everywhere". It is probably the most densely packed block in Ballard with over 500 residents. Also, probably half of the block's residents are seniors and many of these seniors are either disabled or are "slow" pedestrians who cannot cross streets quickly. Many of these residents moved to downtown Ballard as they want to walk to services, restaurants, the library, etc. Many, esp seniors or disabled, also use their cars or transit to buy groceries or doctors appointment or other necessary appointments.

402-003 This alternative will make crossing Leary at Market even more difficult for people who are already mobility challenged. It will negate the use of the cross walk at mid block as it will go right through a bike lane. It will cross two large garages for the three buildings and make access to the street more difficult.

402-004 The bike lane would cross right in front of the retirement home garage which would be a dangerous issue for all. It would negate the ability to drop off senior residents at their doorway or to allow emergency vehicles to park right out front. Buses would also block traffic lanes making access to transit much harder as well as unnecessary crowding the streets.

402-005 If multi modal means bikes, cars, transit- please also Remember Pedestrians and do not choose this unacceptable alternative on Leary. Please make Ballard MORE Accessible for pedestrians, especially seniors and the disabled people, instead of Less Accessible.

Thank you of this opportunity to comment.

Marta Dilts
 5450 Leary Ave NW #353
 Seattle, Wa 98197

- 402 - 001 Thank you for your comment.
- 402 - 002 Your comment is noted.
- 402 - 003 Your comment is noted.
- 402 - 004 Your comment is noted.
- 402 - 005 Your comment is noted.

Letter No. 403

From: Mindy <mindyav@gmail.com>
Sent: Thursday, July 14, 2016 8:45 PM
To: BGT_MissingLink_Info
Subject: Missing like link

403 - 001 Thank you for your comment.

I won't be able to attend the public hearings, but I'm an avid biker living in Magnolia and often bike the area around the missing link. The current situation is extremely hazardous and a solution needs to be found. More than 20 years to find a solution is inexcusable.

Approve the obvious solution for the missing link, the most direct and safest route, the BLUE line. This has been the most logical choice for the last 20 years.

A Seattle bike rider
Mindy Vredevoogd
206-465-0099
2640 36th Ave W
Seattle, WA 98199

Sent from my iPhone

Letter No. 404

From: Nicole Clopper <nicoleclopper@gmail.com>
Sent: Sunday, July 31, 2016 7:30 PM
To: BGT_MissingLink_Info
Subject: Missing Link Comments

Hi there,

I think Shilshole South is the best of the 4 choices.

Here's a little information about why:

- Fewer intersections makes for a safer and more efficient trail
- Shilshole South is the only version where the trail is not adjacent to sidewalk. I think keeping the trail and sidewalk separate is important. When a multi-use trail and a sidewalk are adjacent – then really the whole width is a sidewalk. Casual peds don't tend to respect trail etiquette
- Soap box moment about parking: Ideally, creating the best possible bike infrastructure reduces the need for parking spaces, so I am of the opinion that parking loss should be a very low priority for SDOT in making this choice. When parking options are few, people [must] opt to bus, bike and walk. We need to create infrastructure that encourages responsible transit rather than perpetuates the known issue of automobile dependency.

Thanks for asking the community to be involved in this decision.

-Nicole Clopper

404 - 001 Thank you for your comment.

404 - 002 Your comment is noted.

404-001

404-002

Letter No. 405

From: Nigel Barron <nigel.barron@csrmarine.com>
Sent: Monday, August 01, 2016 3:51 PM
To: BGT_MissingLink_Info
Subject: Missing Link- Comments

405-001
 405-002
 405-003
 We are a boat yard located on Shilshole Avenue that would be negatively impacted by the cities proposed Shilshole Avenue option for the Burke Gilman Trail. First, there are obvious flaws in the cities count on the proposed parking impact. It in no way accurately reflects the loss of parking. A larger concern for us is the loss of freight access for semi trucks entering the boat yard. Boat haulers use what is called a lowboy trailer due to height restrictions when moving boats. What this will mean is that the truck is going to drag every time it enters the yard crossing the proposed trail. We've brought this point up before, and were told it's not relevant as the truck would not be able to make the turn into the yard in the future due to the decrease in turning radius available. This is just not acceptable. We are a small business with 40 employees who make living wages. There are other alternatives that will not negatively effect the last remaining industrial businesses in Ballard. We are a water dependent business, which means we can't move!

Regards,

Nigel Barron
 CSR Marine Inc.
 4701 Shilshole Ave NW
 Seattle, WA 98107

(206) 632-2001

- 405 - 001 Thank you for your comments. Chapter 8 of the FEIS has been revised to reflect the current conditions, as well as updated to include additional evening and weekend data, as well as Technical Appendix C, the Parking Discipline Report (Volume 3).
- 405 - 002 Since the publication of the Draft EIS, SDOT staff have met with CSR Marine to better understand the operational needs of the business. Under the Preferred Alternative, accommodations would be made for lowboy trailers by lowering the trail elevation to match that of Shilshole Ave NW and the CSR Marine lot, allowing lowboy trailers to access the property.
- 405 - 003 Your comment is noted.

Letter No. 406

From: Noah Keteyian <noahketeyian@gmail.com>
Sent: Sunday, July 24, 2016 12:43 PM
To: BGT_MissingLink_Info
Subject: Missing link comment

406 - 001 Thank you for your comment.

406 - 002 Your comment is noted.

406 - 003 Your comment is noted.

406 - 004 Your comment is noted.

406-001 | I'm writing to comment on the Burke Gilman Trail missing link alternatives in Ballard. I am a Ballard resident.

406-001 | I'm in favor of the Shilsole South alternative. This option is most intuitive as the obvious link in the existing trail and it can be designed as the safest option due to fewest crossings.

406-002 | The Ballard Ave option should not be considered. The impacts to multiple small businesses along Ballard Ave, which require on-street parking, would be unacceptable.

406-002 | The Ballard Ave option is less safe and would be more prone to trouble due to its route through complex traffic crossings in downtown Ballard. Fear of change is not a good enough reason for industrial users to argue against coexisting with the trail. Good design can account for safety and parking concerns. The community has waited long enough.

406-003 | Industrial parking on Shilsole can be much more easily reconfigured to continue to support the existing uses.

406-003 | In addition, potential impacts from the Ballard Ave option to the Ballard Farmers are unacceptable. Our community recently expanded the farmers market, which is an indicator of how important it is to the community. The market works too well in its current form and location to risk making changes which would downgrade the experience and negatively impact the many small businesses owners in the market.

406-004 | One of the reasons my family and I live in Ballard is because we love walking to the market for our shopping every Sunday and experiencing the other Ballard Ave shops and restaurants while we are there. People from throughout Seattle do the same, engaging in the strong quality of life and local economy driven by the market as it exists today.

Thank you.

Noah Keteyian
 Ballard

Letter No. 407

From: Pamela Belyea <pamela@belyea.com>
Sent: Wednesday, July 13, 2016 11:33 PM
To: BGT_MissingLink_Info
Subject: Missing Link in Ballard

407 - 001 Thank you for your comment.

407-001

I live in Ballard and I am a bicyclist. I support the completion of the "Missing Link" of the Burke-Gilman trail. This is an amenity that provides safe access and makes sense to pedestrians and bicyclists. Thank you for making this important link a reality for our community.

Pamela Belyea
5004 Sixth Avenue NW
Seattle WA 98107

Letter No. 408

From: Paul Obrecht <paul.obrecht@gmail.com>
Sent: Monday, July 11, 2016 11:25 PM
To: BGT_MissingLink_Info
Subject: Missing link route proposal feedback

Hello,

I live in Ballard and I am a regular bike commuter in Seattle. My only vehicles are my bicycles, and I commute to work in South Lake Union, take my children to school in Wallingford, and get around Ballard all by bicycle. I am writing today to express my opinion about the four missing link alternatives.

408-001

I have read the EIS executive summary document on the SDOT website and have looked at selected sections of the complete document. Based on what I have seen, my opinion is that the two Shilshole alternatives are by far the best options for the trail, with the Shilshole South option being the best.

Here's my thinking:

408-002

1. Both Shilshole routes have fewer street crossings with Ballard business district streets than the two routes that go through the business district. The Shilshole routes minimize the disruption to retail traffic, retail parking, etc. and allow a more direct flow of bicycle traffic between the locks and Fred Meyer.

408-003

2. There are straightforward routes northward from the existing BGT into Ballard at several places (at 6th Ave NW, which is a proposed future neighborhood greenway, if my understanding is correct) and at 8th Ave NW. Further west, 17th Ave NW is a neighborhood greenway, and the other N-S streets (20th, 22nd, 24th, 28th) offer fairly easy bicycle access to the Ballard business district. In other words, the Shilshole routes bring cyclists close enough to the Ballard business district to access it easily, but provide enough of a buffer that the flow of cyclists will not impact car traffic on Ballard retail/condo arterials and, conversely, car traffic on Ballard retail/condo arterials will not impact bicycle traffic. Cyclists intending to ride straight from Golden Gardens to points east of Ballard can avoid the congestion completely.

408-004

3. To be honest, I do not have a sense for how the industrial traffic along Shilshole would be impacted by placing the route there. Cars and trucks turning from Shilshole into businesses on the trail side of the street (and from those businesses onto Shilshole) would be impacted, but in general the amount of traffic from an arterial into a business is dwarfed by traffic that

408-005

3. As for which Shilshole route is superior: I think the Shilshole south route is superior because it involves many fewer side street crossings than Shilshole north, at least in the stretch from 11th to 24th. In addition, Shilshole south allows a direct connection from the Fred Meyer terminus (on the south side of 45th) to the locks terminus (on the south side of 54th) without crossing 45th, Shilshole, or 54th. The fact that the route hugs the far side of the arterial from many dead end streets is a big plus in terms of how little motor vehicle traffic would be impacted. But there are enough signaled crossings and four-way stops that trail users on the south side of Shilshole would have several straightforward ways to exit the trail northward without interrupting traffic anymore than it is currently. There's already a stoplight at 8th Ave NW and Leary, a four-way stop at 11th and 45th, and additional access could easily be created at 24th and/or 28th, and even at Dock Pl by extending the existing neighborhood greenway one block further south, without impacting through traffic to a great degree.

Thank you for soliciting input on the missing link. The bicycle commuters and recreational bicyclists of Seattle have been looking forward to this for years.

Best,

Paul Obrecht
 206-667-1121
 paul.obrecht@gmail.com

408 - 001 Thank you for your comment.

408 - 002 Your comments are noted.

408 - 003 Your comments are noted.

408 - 004 Your comment is noted.

408 - 005 Your comments are noted.

Letter No. 409

From: Rebekah Strong <rn.rebekah@gmail.com>
Sent: Thursday, July 14, 2016 12:36 PM
To: BGT_MissingLink_Info
Subject: Missing Link

409 - 001 Thank you for your comment.

409-001 | I am a current Ballard resident (renter) and I'm in the process of buying a home in Ballard. My fiancé and I chose this home, in part, because of its proximity to the Ballard farmer's market. Please do not put the "missing link" on Ballard Avenue!! The market has become a huge part of Ballard culture. It contributes to the local economy and supports the Ballard Food Bank.

Again, please do not put the link on Ballard Avenue!

Thanks,
Rebekah Strong, RN

Letter No. 410

From: Rex Wardlaw <seaeagle55@me.com>
Sent: Tuesday, June 28, 2016 4:41 PM
To: BGT_MissingLink_Info
Subject: Missing BG Link

410 - 001 Thank you for your comment.

410-001 | Finish it! We've lived in Seattle for 13 years and heard this was going to be finished "soon" for 12 of those years. Just finish it. I can't count how many times I have nearly been hit by motorists on Salmon Bay and Market while riding on the surface streets between the missing link sections. It's getting more dangerous and someone is going to get seriously hurt or killed. Just finish it.

Rex (206-734-8983)
(From my iPad)

Letter No. 411

From: Rhodri <rhodri.s.thomas@gmail.com>
Sent: Wednesday, July 27, 2016 9:56 AM
To: BGT_MissingLink_Info
Subject: Make us proud

411 - 001 Thank you for your comment.

411 - 002 Your comment is noted.

411-001 | The missing link is dangerous (I have personally witnessed 3 crashes by people following the posted warnings) and cuts off access to our parks, city, and neighborhoods reducing access for those not willing to risk their lives or the lives of their children

411-002 | South Shilshole Alternative is the only real alternative, please decide what the right thing to do is and then work on how to get it done so we all don't have to come back and do this again at greater cost in the future

thank you

Rhodri Thomas

Letter No. 412

From: Robert Heller <heller-fox@msn.com>
Sent: Friday, July 22, 2016 2:41 PM
To: BGT_MissingLink_Info
Subject: my preference for The Missing Link

412 - 001 Thank you for your comment.

Dear Mr. Kubly and Mr. Mazzola,

Although I'm using a portion of a form letter for convenience, please know that I am very sincere in my desire to see The Missing Link filled in, and I favor the preferred route described below. I'm a Capitol Hill resident, in my 70's, and a long time cyclist. It has been so frustrating to see the long delay in completing this essential part of a key urban trail and commuting route.

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.

Sincerely,
Robert Heller

Robert Heller
736 17th Ave East
Seattle, WA 98112

412-001

Letter No. 413

From: Robert <robert@digitalsingularity.com>
Sent: Tuesday, July 12, 2016 12:26 PM
To: BGT_MissingLink_Info
Subject: my opinion on the missing link in the Burke Gilman trail

413 - 001 Thank you for your comment.

413-001 | Hey, thanks for taking the time to review the comments. I am a regular bike commuter (4 days a week), plus I enjoy a longer ride on the weekends. My preference on the missing link for the BGT would be the Shilshole South Alternative. I feel that this would be the least disruptive to traffic and cause the fewest accidents. Thanks.

-Robert Kangas

Letter No. 414

From: Ryan Bergsman <Ryan.Bergsman@expeditors.com>
Sent: Tuesday, July 26, 2016 2:42 PM
To: BGT_MissingLink_Info
Subject: Missing Link should be on Shilshole South

414 - 001 Thank you for your comment.

Dear Scott Kubly,

414-001 | As a daily bicycle rider and Ballard Resident, I urge you to speed completion of the Missing link up Shilshole Ave S. Currently, it is dangerous and confusing. The trail becomes deep gravel just east of the Ballard Locks and then just disappears entirely. This is dangerous and confusing. Please finish the missing link along the Shilshole South route rather than routing up Ballard Avenue or any of the other weird alternatives that appear to make a simple plan complex.

Ryan Bergsman
Logistics Engineer, Order Management

Direct 206-393-5810
Email Ryan.Bergsman@Expeditors.com



Letter No. 415

From: Ryan Kellogg <kelloggry@gmail.com>
Sent: Monday, July 18, 2016 6:26 PM
To: BGT_MissingLink_Info
Subject: Missing Link Feedback

415 - 001 Thank you for your comment.

415 - 002 Your comment is noted.

415-001 Greetings - I'm writing to express my strong support for the "Shilshole South Alternative" to fix the long standing missing link problem in Ballard. I'm a 14-year Ballard resident and downtown bike commuter that has the good fortune to use protected bike paths and lanes on all but 10 blocks of my commute, six of those on the missing link. I'm very concerned that other alignment alternatives will cause much greater risk to cyclists, drivers, and in at least one case (Ballard Ave NW), pedestrians. These less-preferred options cause many more opportunities for negative interactions with cyclists. In the the case of Ballard Avenue, the option would significantly disrupt one of Ballard's most beloved cultural resources, our farmers market.

415-002 Last, I will continue to use the Shilshole South alignment regardless of the choice made by SDOT. With very few exceptions, I find drivers and the commercial vehicles that share the road to be very considerate and accepting of their cycling neighbors. While I would appreciate and advocate for the additional protection from a dedicated bike lane, I won't use the other alignments proposed on a regular basis. This decision is an opportunity for SDOT to make improvements where they are truly needed and used.

I'm cautiously hopeful that this decision will be finally put to rest after far too much deliberation.

Thanks, and looking forward to hearing your next steps.

Ryan Kellogg
 8060 23rd Ave. NW
 Seattle, WA 98117
 (206) 228-4268

Letter No. 416

From: Sabrina Souza <sabsouz@gmail.com>
Sent: Thursday, July 14, 2016 9:22 PM
To: BGT_MissingLink_Info
Subject: Missing link

416 - 001 Thank you for your comment.

Hi!

I would like to say that I entirely support the completion of the trail! I work in Ballard and go to school at SPU so I often ride on that portion of the trail and think that it would benefit the cycling commuters immensely. The shilshole south option seems like it would be the most logical and safe to utilize for the completion of the trail.

Thank you so much for your time!

Best,

Sabrina

Letter No. 417

From: Sarah Doherty <sarahd@bunkhousephotography.com>
Sent: Friday, July 22, 2016 9:47 AM
To: BGT_MissingLink_Info
Subject: Missing Link: choose Shilshole South option

To Whom It May Concern,

I am writing to express my strong support of the Shilshole South option for completing the Burke Gilman Trail "missing link".

I have been a resident of Ballard since 1999, and I have commuted to work since then via the Burke Gilman Trail for the 17 years I've lived here. I both bike and drive around the lower Ballard area in running errands, going out on the town, and visiting friends. In my experience as both a cyclist and driver, I think the Shilshole South option is clearly the most sensible of the four options presented. While I understand the concerns of the industries along the waterfront about bicycle/truck conflicts, one must consider the larger context of bicycle/vehicle conflicts at all locations along the four routes. In this context it is important that the Shilshole South option has the fewest street crossings, and is thus the least likely to result in accidents between bicycles and vehicles.

It is worth noting that the current (completed) sections of the BGT already cross over access roads to multiple "industrial" businesses in the southeast Ballard/south Fremont area. In 17 years of daily bike commuting on these sections of the BGT (plus multiple other recreational trips) I have yet to see a conflict between cyclists and trucks entering/leaving these businesses. This perhaps is in part because people driving these truck are drive as their profession. In contrast, I have seen many near-accidents and a few accidents between cyclists and cars at intersections with "regular" roads. Given the exploding growth of new homes/condos/apartments in lower Ballard, traffic on the roads crossed by the other three options will only increase in years to come, worsening bicycle/car potential conflicts.

I personally love that lower Ballard is still very industrial, and hope it stays that way. However, I think the fears of these businesses around safety conflicts associated with the Shilshole South option are not well-founded. Let's make the right decision now for the most sensible route for the BGT missing link so it can be enjoyed for many years to come.

Respectfully,

Sarah Doherty
 7337 Alonzo Ave NW
 Seattle, WA 98117
 206.898.0395

417 - 001 Thank you for your comment.

417 - 002 Your comment is noted.

417 - 003 Your comment is noted.

417 - 004 Your comment is noted.

417-001

417-002

417-003

417-004

Letter No. 418

From: Sasha Kemble <sasha.kemble@gmail.com>
Sent: Thursday, July 07, 2016 10:17 AM
To: BGT_MissingLink_Info
Subject: Missing Link Feedback

418 - 001 Thank you for your comment.

418 - 002 Your comments are noted.

Hi there,

418-001

I saw the coverage on the MyBallard blog, and I wanted to write in support of either Ballard Ave or the Shilshole South options. I voiced my opinion in the comments, permalink and the comment itself included below. I intend to head out to the market on my bike soon to try and have reasonable conversations with those opposed.

I'd like to hold the market leadership accountable to using their influence to help advocate for a safe route, even if we disagree on what the safest route is. I'm deeply disappointed in the market leadership right now.

Thank you for continuing your efforts to ensure that there are safe routes for citizens who prefer alternate transit options.

- Sasha Kemble

<http://www.myballard.com/2016/07/06/farmers-market-concerned-about-ballard-ave-missing-link-option/#comment-482055>

Frankly, Ballard Ave is one of the best route options through there, and is the way that I travel when I'm biking out to the Locks, Golden Gardens, or points west of my home. And just like I do whenever I AM biking through there on Sundays, I'd likely either dismount and walk my bike through the Farmer's Market, or detour. (Heck, I detour from the Burke going through Fremont on Sundays in part because there are just way more people out walking, and the trail gets too crowded.)

418-002

I'm not sure I understand why the Farmer's Market leadership feels that a bike route and the farmer's market can't coexist peacefully. If anything, it may bring even more traffic to the market, and help show people how easy it is to reduce their reliance on cars.

I agree with Miranda – that detour north of Market is pointless and strange. It also means that a better crossing will need to be put in at 57th and 24th (if forcing a detour anyway, why not detour up to existing bikeway on 58th?), as that is a difficult point to cross traffic – people come speeding north on 24th.

As I look at this further, I'm intrigued by Shilshole South, but only if the industries along that route will begin to work with the city to find safe compromises.

And what about the city's proposed crossing of 15th between 51st and 53rd? Going along there, crossing Leary at Dock Place, and then cruising up Ballard Ave (and spending money or popping into those businesses), would align with existing proposals in process.

Let's focus on what we agree on, continue to look at where our objectives align, and find solutions that work well for all. We'll all need to compromise somewhere, but it'll be so much better than the continuing stagnation of people and organizations who seem inflexible and unwilling to budge.

Letter No. 419

From: Scott Duckworth <scott.duckworth@gmail.com>
Sent: Friday, July 22, 2016 1:00 AM
To: BGT_MissingLink_Info
Subject: Missing Link input

- 419 - 001 Thank you for your comment.
- 419 - 002 Your comment is noted.
- 419 - 003 Your comment is noted.

419-001

I commute from my home in Ballard to work in Fremont (I work at Google) by bicycle year-round - there were maybe 10 days in the last year which I've taken the bus or driven my car to work, otherwise I was riding my bike. I live just east of 11th Ave NW, so thankfully my daily commute does not require me to cycle through the missing link. However, I do commonly ride through the missing link for various activities, so I have some input.

Heading westbound on the BGT just after the Ballard bridge, crossing to the north side of Shilshole to head westbound can be a real pain in the rear. There's a curve in the road there and drivers rarely yield to cyclists, and sometimes I don't even think they see me. Admittedly, after the crossing, riding on Shilshole is about as good as it gets for riding on a road in a city, but that's a far cry from a dedicated bike lane.

419-002

I very much dislike turning left from Shilshole onto Ballard Ave. I prefer to avoid major intersections whenever possible; plus, riding on Ballard Ave is not an enjoyable experience. Therefore, I generally cut down to the gravel path that runs parallel to the railroad tracks and follow it until the Ballard Locks. Sometimes, if traffic is particularly heavy, I attempt to get on this gravel path earlier, near the Ballard Bridge, to avoid crossing Shilshole.

The path I've just described is the **Shilshole South Alternative route - this gets my vote, hands down**. Even if one of the other alternatives wins the vote, I imagine I'll be hard pressed to stop taking this route.

419-003

Every other route involves crossing or riding on Market St. This would create an intersection of a major vehicle route, a major pedestrian route, and a major bike route, all on the same road. Could we add an airport, too? ;-)

The worst of these is the Ballard Avenue Alternative. This one crosses Market St twice - that's two times that bikes, pedestrians, and cars would have to cross paths. Adding a bike lane to Ballard Ave that's similar to the one on Broadway in Capitol Hill would deteriorate the look and feel of old Ballard. Plus, if the signs are true, this would greatly interfere with the Ballard Market. These all sound like terrible things - please do not choose the Ballard Avenue Alternative route.

I look forward to the missing link being found. Thank you for your work on this project.

Thanks for reading,
 Scott Duckworth

Letter No. 420

From: Scott Travis <travissc@gmail.com>
Sent: Thursday, July 14, 2016 8:14 AM
To: BGT_MissingLink_Info
Subject: Missing link: Blue line

420 - 001 Thank you for your comment.

Hello,

420-001 | The blue line is already established as a bicycle thoroughfare, partially developed as a bike trail, and therefore the most logical, cost-effective option for the Missing Link.

Thank you,
Scott Travis

Letter No. 421

From: Shirley Savel <nospandexreq@gmail.com>
Sent: Thursday, July 28, 2016 4:43 PM
To: BGT_MissingLink_Info
Subject: Let's make some real bike connections, complete the Missing Link

421 - 001 Thank you for your comment.

Dear Mr. Kubly and Mr. Mazzola,

Seattle needs real bike networks and complete ones. I support for a safe, simple, connected and direct solution to the Missing Link.

As a car-free family we use transit and bikes to get around. We love to be able to access all of Seattle in a safe way. As my tween transitions to riding on her own the need for a safer connection is even more critical. I would love to let my daughter ride with her friends without worrying if they are going to fall on old train tracks or bike on one of the options that throws kids on unsafe route choices.

The Shilshole option is the only one I see that is safe and really All-Ages and Abilities, something I think we need to strive for if we are going to build first class bike connections.

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

Sincerely,

Shirley Savel

Shirley Savel

WA 98118

421-001

Letter No. 422

422 - 001 Thank you for your comment.

From: Steve Hurley <stevehurley28@gmail.com>
Sent: Thursday, July 14, 2016 4:08 PM
To: BGT_MissingLink_Info
Subject: Lower Shilshole Ave is the best fix for the missing link

422-001

Bikes are a legitimate form of transportation for a growing city and they deserve safe infrastructure.

Bikes reduce motor vehicle traffic congestion.

Bikes are sustainable.

The lower Shilshole Ave route is the most direct with the fewest adverse characteristic.

The arguments against the lower Shilshole Ave route make no sense, bike are currently using that route and will continue to use it in increasing numbers regardless of whether the other alternatives are implemented.

Steve Hurley

5316 6th Ave NW

Seattle 98107

[206-784-8276](tel:206-784-8276)

Letter No. 423

From: Tara Mixon <tkobrien17@gmail.com>
Sent: Thursday, July 14, 2016 6:18 PM
To: BGT_MissingLink_Info
Subject: Missing Link

423 - 001 Thank you for your comment.

423-001

To Whom it May Concern,
I would like to cast my vote for the suggested route for the ever Missing Link. As a Seattle bike commuter and avid cyclist, it is incredibly important that we have safe bike routes for those that choose to live and see our city via bike.
Of your four proposed options I believe the ***Blue Line*** is the best, here is my vote.
It is the safest option, with the least amount of direct contact with cars.
Thank you for your time,
Tara Mixon

Tara Mixon ~ Certified Eating Psychology and Holistic Health Coach specializing in Mind-Body Nutrition
Soulful Medicine
www.soulfulmed.com



Book a Free 30 minute consult with me to see if I can help you get to where you dream of going:
<https://app.acuifyscheduling.com/schedule.php?owner=12429837&appointmentType=1476832>

Letter No. 424

From: Ted Wayland <ted.wayland@gmail.com>
Sent: Thursday, July 14, 2016 9:47 AM
To: BGT_MissingLink_Info
Subject: missing link feedback

424 - 001 Thank you for your comment.

Hi,

I just wanted to write in and say that I support the South Shilshole alternative for the missing link section of the Burke Gilman.

Best,

Ted Wayland

424-001

Letter No. 425

From: Tom Bayley <tom@cdstimson.com>
Sent: Monday, July 11, 2016 12:16 PM
To: BGT_MissingLink_Info
Cc: Lindsay, Scott
Subject: Missing link preference

- 425 - 001 Thank you for your comment.
- 425 - 002 Your comments are noted.
- 425 - 003 Your comments are noted.

Dear Mr. Kubly, I represent Salmon Bay Center and Stimson Marina property on the water side of Shilshole between Salmon Bay Sand & Gravel to the east and the former Yankee Diner, now SPU, property to the west. The 11-acre parcel has over 200,000 square feet of office and manufacturing space and the marina has 250 slips. There are 800 people working on the property plus ancillary services and, depending on the season, up to 250 boat owners or their maintenance people or guests. I testified before the City Council nearly 10 years ago urging them to give the go ahead to the Missing Link. This would have been done before now except for several neighboring businesses that have steadfastly claimed that they would no longer be able to operate should the trail be built. Given that the mayor has made it clear that city rights of way will increasingly need to be shared, this kind of opposition should be, at long last, discounted. By any measurement, the Stimson property has far more traffic coming and going than any other property fronting the proposed trail, if the south side of Shilshole is chosen. Street parking is already overwhelmed and will obviously be severely reduced by the trail. I expect that Stimson would need to gate the two entrances to that property and charge for parking on weekends and evenings. Building the Missing Link would be a huge boon to Ballard and the people who work there, boat from there and dine there. Martin Selig's planned 230,000 square foot building at 15th and Market is likely the beginning of Ballard becoming an office market. Stimson has the vested right to five 100,000 square foot office buildings and at some point in the not too distant future we will start that project. While Shilshole Avenue is the heart of the north end industrial zone, as enshrined by BINMIC, this does not and should not exempt it from sharing the roads for other arguably vital uses. Stimson urges SDOT to proceed with the route on south side of Shilshole. It is the straightest, shortest and most convenient alternative. Sincerely,

Thomas S. Bayley, President
 C.D. Stimson Company
 1411 4th Ave., Suite 730
 Seattle WA 98101
 T 206 628-0860

Letter No. 426

From: Whitney Holody <wholody@utexas.edu>
Sent: Wednesday, July 06, 2016 4:20 PM
To: BGT_MissingLink_Info
Subject: Missing Link Plans - NO to Ballard Ave

426 - 001 Thank you for your comment.

To Whom it is Concerned,

I have reviewed the routes for the missing link and ask the city to under no circumstances choose Ballard Ave as the link. This street has a high concentration of retail, restaurants and the Sunday farmer's market which attracts numerous pedestrians who walk around to enter/exit businesses on that street. It doesn't make sense to add a bike route through here of people on bikes who have no intentions of entering retail and pose a collision threat to people on foot especially if people ride bikes at high speed. The sidewalks on this street are already packed on weekends.

My choice would be either of the Shilshole streets.

Regards,
Whitney Holody
Homeowner of 1728 NW 60th St in South Ballard

Letter No. 427

From: Andrew Burkhalter <andrewburkhalter@gmail.com>
Sent: Wednesday, July 27, 2016 9:48 PM
To: BGT_MissingLink_Info
Subject: Please Complete The Missing Link

427 - 001 Thank you for your comment.

Dear Mr. Kubly and Mr. Mazzola,

I am writing to urge you to finally complete the Missing Link. I have a strong preference for the Shilshole South Alternative. It's the most intuitive, safest, and shortest connection to the existing trail. However, given the wait, I really just want to see anything that fits in with the existing trail such that it accommodates mixed use and is approachable for varying skill levels.

Having moved here in the early 2000s, I remember my excitement when learning that the trail would be completed. Since that time, I've commuted by bike (riding the incomplete section nearly every weekday) and the delays have been tough to swallow.

My heart still aches when thinking about a friend who went down on the train tracks and broke a bone in her arm while riding in the missing link. Or the downed rider, clutching her elbow, who I encountered on the very first day of Bike to Work Month this year.

We can do better than this.

Please do whatever you can to see this project through to completion.

Sincerely,
 Andrew Burkhalter
 Ballard, WA

427-001

Letter No. 428

From: Andrew Miller <andrewtm@gmail.com>
Sent: Wednesday, July 27, 2016 4:31 PM
To: BGT_MissingLink_Info
Subject: Please choose the South Shilshole Alternative

428 - 001 Thank you for your comment.

428 - 002 Your comment is noted.

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. The South Shilshole option would do that.

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,

Andrew Miller
 6513 44th Ave NE
 Seattle, WA 98115

428-001

428-002

Letter No. 429

From: Anthony Vallone <anthonyxvallone@gmail.com>
Sent: Sunday, July 03, 2016 12:04 PM
To: BGT_MissingLink_Info
Subject: Please choose Shilshole South Alternative

429 - 001 Thank you for your comment.

Hi,

I live in Ballard, and I bike to work in Fremont often. The missing link has long been a problem, and I am excited at a prospect to complete the trail. Here are the reasons that the **Shilshole South Alternative** is best:

- It is the **safest** route, because it best avoids automobile traffic and awkward transitions.
- It seems like the easiest and **least expensive** to implement, as it just needs to follow the old train tracks.
- It **impacts the fewest** number of businesses.
- It is the **most direct** route.

I honestly don't understand why the other three options are being proposed. Please, please choose the Shilshole South Alternative.

Thanks,
 Anthony Vallone
 6524 27th Ave NW
 Seattle, WA 98117

429-001

Letter No. 430

From: Catherine Hennings <cjhennings@gmail.com>
Sent: Sunday, July 31, 2016 7:48 AM
To: BGT_MissingLink_Info
Subject: Please complete the Missing Link!

Dear SDOT,

430-001 **Short summary** - Finish the Missing Link! Choose the most direct and safe option that works for people of all ages and abilities!

430-002 **Longer comments** - I have waited until the last minute to send my comments on the Burke-Gilman Trail Missing Link Project because it is just hard to think of anything new to say. Over the last 20+ years, I have been one of the voices advocating for completing the Missing Link and making the Burke-Gilman trail a contiguous, safe and enjoyable experience for people who want to walk and ride their bikes, and it has been incredibly frustrating to see the completion of the trail stalled for so long by the actions of others. And while the trail completion has been stalled, I have had numerous friends and work colleagues fall on the tracks in the most dangerous section of the trail while riding their bikes. I bike this section frequently myself and have felt very unsafe along the entire "missing" portion of the trail, from navigating the tracks under the Ballard Bridge to the lack of shoulder on Shilshole and difficult crossing at the intersection of Shilshole and Market.

430-003 I attended one of the open houses in July and have reviewed the various options presented. From my perspective, the most important criteria should be (1) making the route as direct as possible, and (2) maximizing safety, including reducing conflicts and the potential for collisions between pedestrians, people on bikes, and cars. While I appreciate the detailed review of several options, it seems even clearer now that the vision that the original creators of the trail had (the "South Shilshole Alternative") was the right one and needs to be finally implemented.

430-004 On my way to the open house in July, I rode portions of the other three options on my bike. The Market and Leary options clearly involve additional, complicated intersections and are less direct (by varying degrees and, at times, absurdly so) than the original design. And even with a dedicated bike facility along either Market or Leary, it is hard to visualize how the "trail" experience will be maintained. The Shilshole North option, while slightly better, still manages to be less direct and requires crossing more intersections than Shilshole South.

It is really a crime that this project has been delayed for so long, but I remain optimistic that this full EIS and the study of the options will finally lead to completion of the Missing Link. It's time to get the job done!

Sincerely,

Catherine Hennings

430 - 001 Thank you for your comments.

430 - 002 Your comments are noted.

430 - 003 Your comments are noted.

430 - 004 Your comments are noted.

Letter No. 431

From: Chris Rodkey <chris@chrisrodkey.com>
Sent: Monday, August 01, 2016 3:41 PM
To: BGT_MissingLink_Info
Subject: Please select the South Shilshole Alternative for the Missing Link

Good afternoon,

I am writing to voice support for the South Shilshole Alternative for the Missing Link of the Burke-Gilman Trail.

The South Shilshole Alternative has been extensively studied and researched and provides the best compromise for extending the trail.

Please ensure that safety for all road users takes preference over the perceived (and unproved/unstudied) financial concerns of a few businesses.

Thank you,

C. Rodkey
Seattle, WA

431 - 001 Thank you for your comment.

431 - 002 Your comment is noted.

431-001

431-002

Letter No. 432

From: Colin Grist <colin@ecotope.com>
Sent: Monday, July 18, 2016 9:28 AM
To: BGT_MissingLink_Info
Subject: route

432 - 001 Thank you for your comment.

432-001 | As an avid commuter I feel safest with the "shilshole south alternative".
Thank you, Colin

Colin Grist | Engineering Assistant, EIT
Ecotope, Inc. | 4056 9th Ave NE | Seattle, WA 98105
206.322.3753 | Direct 206.596.4723
www.ecotope.com



Letter No. 433

From: Corey Endo <coreyendo@gmail.com>
Sent: Friday, July 15, 2016 10:34 AM
To: BGT_MissingLink_Info
Subject: Please do something, quickly

433 - 001 Thank you for your comment.

433-001 | I live with my family in Fremont, but as close as we are to Ballard we are not comfortable riding with our school aged kids to Ballard. I think the South Shilshole option is the best, for many reasons, but am mostly just interested in the city making a move. Enough studies. Enough public input. Enough accidents. Please find the link.

Thanks,

Corey Endo
4321 2nd Ave NW
Seattle WA 98107

Letter No. 434

From: Dave Pippin <dapippin@gmail.com>
Sent: Saturday, July 02, 2016 5:01 PM
To: BGT_MissingLink_Info
Subject: NO to Ballard Ave

434 - 001 Thank you for your comment.

434 - 002 Your comment is noted.

Hi,

434-002 434-001 While I am in favor of completing the missing link of the Burke-Gilman Trail, I do not want it to go through Ballard Avenue. The main reason for my opposition is the presence of the Sunday market, one of the best community-minded events in Seattle. Please consider another route. I'm also sensitive to the needs of the maritime community, so please listen to their needs as well, even if it means we don't complete the link.

Thanks,

---Dave Pippin

Letter No. 435

From: David Sabban <david.sabban@gmail.com>
Sent: Wednesday, July 13, 2016 2:48 PM
To: BGT_MissingLink_Info
Subject: Please build the Shilshole South Alternative

435 - 001 Thank you for your comment.

435-001

I've lived in Seattle for 20 years (and the Ballard area for 10) and you've been debating this since I arrived.

With the added visibility and signaling that a full bike path would bring, everyone will be happier and, most importantly, safer!

Please build the missing link bike path already. This is just stupid.

Thanks,

David Sabban
Crown Hill

Letter No. 436

From: Dayna Loeffler <daynarabbit@gmail.com>
Sent: Thursday, July 21, 2016 11:04 AM
To: BGT_MissingLink_Info
Subject: Route input

436 - 001 Thank you for your comment.

Dear City,

436-001 | please build the Shilshole South option for the Burke Gilman missing link. Seriously, it is past time. How many more cyclists have to get injured? How much more traffic has to be slowed? How many more businesses in Fremont will I not visit because there is no safe bike route for me?

Dayna Loeffler
2250 NW 59th st.
#304
Seattle, WA 98107

Letter No. 437

From: Deborah Dickstein <ddickstein@earthlink.net>
Sent: Friday, July 15, 2016 9:12 PM
To: BGT_MissingLink_Info
Subject: please choose the "blue Line"

437 - 001 Thank you for your comment.

437-001

The Blue Line is the only safe route of the 4 options for closing the "missing link" of the Burke Gilman Trail. The three other proposed routes are on streets with considerable car traffic and/or curbside parking. Both of these are dangerous for cyclists. Even when there is not actual moving car traffic, cyclists are endangered when drivers open their car doors after parking. It is very difficult for drivers to be aware that a cyclist is coming up long their car from behind, and there isn't enough warning time for a cyclist to avoid being "doored". Also, the Blue Line includes far fewer traffic intersections than the other routes.

Please complete this small but important section of the Burke Gilman trail!

Deborah Dickstein
 6734 Palatine Ave. N.
 206-784-8741

Letter No. 438

From: Eli Brandt <ebrandt@gmail.com>
Sent: Wednesday, July 27, 2016 2:43 PM
To: BGT_MissingLink_Info
Subject: please build it somewhere

438 - 001 Thank you for your comment.

438-001 | Hi, I'd just like to express the opinion "any option is better than what we have now." The Shilshole South option looks attractive on the map, but anything separated from traffic with a decent surface, whatever we can get done, please.

Thanks,
Eli Brandt

Letter No. 439

From: Elizabeth Andersen <elizabethlaurandersen@gmail.com>
Sent: Friday, July 15, 2016 5:54 PM
To: BGT_MissingLink_Info
Subject: Not Ballard Ave!

To whom it may concern:

As a resident of Ballard, specifically Ballard Ave, I implore you not to run the "missing link" along our street. Parking is already precious enough and us residents have a hard time finding a spot (which we must then pay for at the cost of \$20-\$30 per day thanks to the meters but that's a separate issue entirely). If SDOT institutes the "missing link" on Ballard Ave parking will become even more difficult. Not to mention the loss of the farmer's market during construction and partial loss of the market space forever.

I understand that the Shilshole businesses are a particularly litigious group but maybe you could side with the residents rather than the businesses for once.

Many thanks for your time and consideration,

Elizabeth Andersen
Ballard Ave Resident

439 - 001 Thank you for your comment.

439 - 002 Your comment is noted.

439-001

439-002

Letter No. 440

From: Eric Crahen <eric.crahen@gmail.com>
Sent: Thursday, July 07, 2016 10:28 PM
To: BGT_MissingLink_Info
Subject: NO BIKE TRAIL ON BALLARD AVE

440-001 | I live and own property in Ballard. DON'T ruin one of the highlights of the neighborhood by building a bike trail down Ballard Ave where nobody wants it. Build it along Shilshole, if you're really going to build it at all.

440-001 | NO to building bike trails on Ballard

440-002 | There's tons of unused space there that's not filled with historical landmarks. It's safer for bikes who aren't going to have to watch out for pedestrians the entire way, and cars every block. It's better for businesses which aren't going to be disrupted, and most importantly you're not going to have to destroy the neighborhoods character.

440-002 | And just in case it's not clear - DONT build this thing on Ballard Ave

440-003 | Why don't you fix the Ballard bridge for bikes instead. The BGT project doesn't really help anyone who wants to commute to work downtown or to Queen Anne from Ballard unless they want to go over 3 miles out of their way towards Fremont and the Fremont bridge and back.

440-003 | NO BIKE TRAIL ON BALLARD AVE

--
 - Eric

440 - 001 Thank you for your comments.

440 - 002 Your comment is noted.

440 - 003 SDOT is conducting an ongoing evaluation of potential short- and long-term improvements to the Ballard Bridge for people walking and biking as a separate effort. Some of the short-term improvements have been implemented already and additional improvements are anticipated in 2017.

Letter No. 441

From: Hannah Hickey <hhickey@gmail.com>
Sent: Friday, July 08, 2016 10:11 AM
To: BGT_MissingLink_Info
Subject: Proposed routes for Missing Link

441 - 001 Thank you for your comment.

Dear Scott Kubly and Staff,

I have been living in Ballard and commuting daily by bicycle for 10 years. The delays in completing this trail have been extremely frustrating. The trail is dangerous. The current route that has cyclists cross traffic several times is barely any safer than no route at all. With more people cycling and more traffic congestion, it is increasingly ludicrous to have a busy bike route in this condition.

I urge you to complete the trail as soon as possible, along the South Shilshole route. This is the only route that separates bicycle and most car traffic, and it will be the best bike trail. I value our maritime businesses, but they need to value residents' need to get around safely. A properly built trail can allow all the people who travel along the water to coexist safely.

Sincerely,
Hannah Hickey
8038 30th Ave NW, Seattle

441-001

Letter No. 442

From: Jack Tomkinson <jackt@urbansparks.org>
Sent: Wednesday, July 13, 2016 4:09 PM
To: BGT_MissingLink_Info
Subject: Please complete the Missing Link with the Blue Line

Please complete the Burke Gilman Missing Link with the Blue Line. It is imperative that the trail be separated from traffic as much as possible.

442-001 Just last Friday, I witnessed a cyclist getting doored while riding at under 10 mph northbound in a painted bike lane on 12th Ave on Capitol Hill. She and the 7 additional cyclists that she was leading were using headlights, and still the driver threw open the door right into the leader of the group. Painted bike lanes next to parked cars don't make cycling safer.

20 years ago, I spoke about What It Means To Get Doored at an early Burke Gilman public meeting – the one with the yellow balloons and stickers. It's time we wrap this up as a separated trail, not a stripe of paint.

Thank you for completing the missing link.

Jack Tomkinson
 206-992-2779

442 - 001 Thank you for your comment. All alternatives evaluated, including the Preferred Alternative, propose a multi-use, separated trail.

Letter No. 444

From: jake.tracy88@gmail.com
Sent: Wednesday, July 06, 2016 5:14 PM
To: BGT_MissingLink_Info
Subject: Public Comment

444 - 001 Thank you for your comment.

444-001

I'd like to voice my support for the South Shilshole alternative. It will be the safest and most direct.

Thank you,

Jake Tracy
Ballard Resident and Burke Gilman commuter

Sent from my iPhone

Letter No. 445

From: Jared Clement <koggit@gmail.com>
Sent: Tuesday, July 12, 2016 7:57 PM
To: BGT_MissingLink_Info
Subject: Fwd: OPPORTUNITIES TO COMMENT ON THE BURKE GILMAN TRAIL ALTERNATIVES in our NEIGHBORHOOD!

Hi Scott,

445-001

I admire and appreciate your work with SDOT. My name is Jared Clement, I'm a Ballard resident at Canal Station North, living in the dead center of the missing link, I work in Fremont at Tableau Software and use a bicycle as my primary mode of transportation (sometimes bus, walking when it makes more sense). I bike for exercise, fun, and utility. The Burke Gilman Trail is honestly the NUMBER ONE reason I live & work in Seattle. It's an amazing, invaluable resource and without it I doubt I would choose to live here.

445-002

I would like to emphasize that **my number one concern with the bike trail is minimizing stops**. Even before the missing link begins, from Fremont to Ballard, the trail is plagued by several 4-way stops and several stops at which the trail users are supposed to yield to the cars crossing it (according to signage, at least - very few riders obey these). As you surely know as a cyclist, changing momentum, starting and stopping, is the number one energy drag. Riders can go much farther, much more easily, if they are not required to stop so frequently. The high number of stops asked of riders between the Ballard Bridge and Fremont is absurd, which is why most riders blow through these stops.

445-003

I don't know if I can emphasize this point heavily enough. Compare to the trail from the Locks to Golden Gardens (two stop/yield spots for trail users -- and honestly, the one nearest the locks, coming out of the locks parking lot, should be trail right-of-way), or from Fremont to Bothell (relatively few). This Ballard to Fremont stretch is ridiculous.

443-004

Now, we're looking at routes to complete the missing link and seem to be focused on the businesses and residents along the route. I'm one of those residents, living on Leary, but have trouble caring much about that - I think any businesses and residents along the route will adapt. The industrial businesses will find ways to maintain business. The farmers market could coexist or relocate. Leary is never operating at capacity anyways. All that is fine. What really concerns me is that **all four trail options appears to require trail users to stop or yield frequently**. Shilshole South would appear to minimize trail crosstraffic (I can't imagine any route that touches Market St being uninterrupted, and all 3 of the others do), but already we frequently see heavy trucks stopping traffic in both directions as they make 3+ point turns into and out of those industrial gravel lots. I can't imagine that stopping for the trail, unless those businesses relocate. It would be like waiting for a train to pass, but on a bike, especially if riding for fitness, it would be catastrophic.

443-005

So, I dislike all 4 options, because I don't see any good nonstop routes. However, Shilshole South is my least hated of the bunch because at least then we would only be interrupted by the occasional parking truck - outside of those business hours and when no trucks are parking it would be nonstop, which is better than the other routes that would require some stops or yielding at all hours.

443-006

Thanks for reading. I'm sure you're getting quite the earful about all this. I sincerely appreciate your consideration. I'm sure whatever solution we end up with will be a huge, welcome improvement over the gap we have today.

445 - 001 Thank you for your comment.

445 - 002 Your comment is noted.

445 - 003 Your comment is noted.

445 - 004 Your comment is noted.

445 - 005 Your comment is noted.

445 - 006 Your comment is noted.

Cheers,
Jared

----- Forwarded message -----

From: **Facility Manager** <manager@canalstationnorth.com>
Date: Tue, Jul 12, 2016 at 6:58 PM
Subject: OPPORTUNITIES TO COMMENT ON THE BURKE GILMAN TRAIL ALTERNATIVES in our NEIGHBORHOOD!
To: Larry <larry.slough@kappesmilller.com>, Concierge Desk <concierge@canalstationnorth.com>

Hello CSN Residents,

I have been asked to provide information regarding the proposed expansion of the Burke Gilman trail through Ballard.

Below are informational resources outlining the proposals put together by the city.

OPPORTUNITIES TO COMMENT ON THE BURKE GILMAN TRAIL ALTERNATIVES in our NEIGHBORHOOD!

The city of Seattle has published five alternatives for the "Missing Link" of the Burke Gilman trail in Ballard. Please take this opportunity to voice your opinion on these options.

One of these alternatives puts the new bike lane on Leary Ave. Leary would have a bike lane on the south side of the street. Also, the traffic lanes would be reduced to two with a third turning lane.

For more information go to Burke-Gilman Missing Link and click on the Executive summary or other tabs for more extensive information. http://www.seattle.gov/transportation/BGT_ballard.htm

To comment you can attend one or two Open Houses at the Leif Erikson Hall(2245 NW 57th)

-July 14th from 6-9 pm

-July 16th from 10-1pm

You can also email or write SDOT Director Scott Kubly at BGT_MissingLink_Info@seattle.gov

Scott Kubly, Director

Seattle Department of Transportation

C/o Mark Mazola, Environmental Manager

PO Box 3-4996

Seattle, Wa 98124-4996

Taylor Johnson | Facility Manager

Canal Station North

[206.782.5008](tel:206.782.5008)

manager@canalstationnorth.com

NOTICE: This communication may contain privileged or other confidential information. If you have received it in error, please advise the sender by reply email and immediately delete the message and any attachments without copying or disclosing the contents. Thank you!

Letter No. 446

From: Jen Landry <jlandry@tableau.com>
Sent: Friday, July 08, 2016 9:47 AM
To: BGT_MissingLink_Info
Subject: Reporting accident/injury - missing link 2013

446 - 001 Thank you for your comment.

Hi There,

Thank you for your efforts to resolve issues with the missing link section of the Burke Gilman. I am one of the many who had a serious crash after hitting the tracks during the summer of 2013. I was riding westbound when a truck approached me much too closely so I was forced over the tracks to avoid being hit. In returning to the main lane of traffic my rear tire was not lined up as well as I thought it was and my bike was pulled out from under me. It resulted in road ash on my arm & a sprained hip. I have undergone several years of physical therapy to address the impacts of this injury. I am an active person who cycles, runs, hikes, etc. and still face ongoing challenges as a result of this injury. It also took quite a while before I felt safe riding a bike again. Anything that can be done to positively impact the safety of all users during this busy thoroughfare is greatly appreciated. Again- thank you for your efforts!

Best Regards,

Jen Landry
 Tableau Software

t: 206.633.3400 ext. 7575
 e: jlandry@tableau.com



[Tableau is hiring - join us!](#)

446-001

Letter No. 447

From: Jenn Pierce <jenne@cyclospgames.com>
Sent: Sunday, July 31, 2016 9:38 PM
To: BGT_MissingLink_Info
Subject: Please Complete the Missing Link

447 - 001 Thank you for your comment.

Dear Mr. Kubly and Mr. Mazzola,

My family and I regularly ride our bikes and run along the Burke Gilman trail. Now that we have small children, we have had to simply give up riding when the trail reaches Frelard and turn around, when we'd really prefer to continue through to Golden Gardens. All the businesses on the other side of the missing link in the trail are not getting our business as it's simply too dangerous for us to proceed the way it's currently designed.

I understand this has been studied for an extensive period. Please make sure the trails are finally connected so we all have a safe ride.

Sincerely,

Jenn Pierce
NE 73rd St
Seattle, WA 98115

447-001

Letter No. 448

From: John Carpenter <Johncarpenter@gmail.com>
Sent: Wednesday, July 27, 2016 7:05 AM
To: BGT_MissingLink_Info
Subject: Preferred Missing Link Option

448 - 001 Thank you for your comment.

448 - 002 Your comment is noted.

Dear Mr. Kubly and Mr. Mazzola,

I attended the SDOT Open House in Ballard a few weeks ago. I'm a daily commuter from near UW to downtown, and have ridden the Burke recreationally to Shilshole for over 30 years.

448-001

I'm highly in favor of the South Shilshole option and hopefully you will be also, and draft a letter before August 1st. It's the only option that doesn't adversely affect consumer shops and commerce by removing critical short term parking near them. While I feel for the blue collar workers who will lose all day parking (critical for their daily commute from remote suburbia), I'm hopeful a sort of park & ride solution could be devised. And having just rode that portion of track, my impression is that many of the "parking spots" are being used by people living in their vehicles.

448-002

Additionally, the South Shilshole option is best for connections to the Burke Gilman in both directions, and for 24th Ave NW which already offers excellent shoulder bike lanes. Ultimately my feeling is that this option will encourage the most recreational and commuting riders to use it, while preserving the historic character and vibrant retail areas of Ballard Avenue and Market street.

Sincerely,
 John Carpenter

John Carpenter

WA 98115

Letter No. 449

From: John K. Parejko <parejkoj@uw.edu>
Sent: Sunday, June 26, 2016 1:41 PM
To: BGT_MissingLink_Info
Subject: Please build the "Shilshole South Alternative"

449 - 001 Thank you for your comment.

449 - 002 Your comment is noted.

Hello,

449-001 | As a recent Ballard arrival and bicycle commuter, I have found the lack of a connection between the Burke Gilman and Golden Gardens Park to be perplexing at best, and outright dangerous at worst. The multiple rail crossings, including the primary one next to the Ballard Bridge along the "missing link" route, at 14th St. and Leary Way, and at most entrances to the Burke trail along 45th, combine to limit bicycle access and have caused many injuries to bikers.

449-002 | The "Shilshole South Alternative" is obviously of benefit to everyone, and should be built as soon as possible. SDOT should do everything in their power to expedite the construction process.

Thank you,
John Parejko

--

John Parejko
parejkoj@uw.edu
<http://staff.washington.edu/parejkoj/>
Department of Physics and Astronomy
University of Washington
Seattle, WA

Letter No. 450

From: Julie Goldberg <julie@julieg.net>
Sent: Thursday, July 07, 2016 12:56 PM
To: BGT_MissingLink_Info
Subject: please stick with Shilshole

- 450 - 001 Thank you for your comment.
- 450 - 002 Your comment is noted.
- 450 - 003 Your comment is noted.

Hi there,

I'm a 10 year Ballard resident and bike commuter. I also walk down to the farmers market almost every Sunday.

450-001 | The missing link needs to be fixed and the Burke built ASAP. I occasionally ride that way on my way home, and even with the improvements of the bike lane past Fred Meyer, it doesn't feel very safe or friendly. I've seen plenty of accidents under the Ballard Bridge where cyclists cross the train tracks. And where the bike lane dumps onto Shilshole, the left turn is better than it used to be but not very safe. Then you're biking in front of tons of parked cars.

450-002 | Leary is not a very good route for the trail, because it such a main thoroughfare. At least a quarter of the time I drive anywhere, I end up taking Leary to/from Ballard. The jog up to Ballard Ave would not be very good either, and it would be very bad for the farmers market.
 The market is great for our health and for the neighborhood sense of community.

450-003 | Shilshole really makes the most sense. And if it stays on the south side of the road, we should be able to avoid the crossing onto Shilshole that is never fun.

Julie Goldberg
 1756 NW 59th St #B
 Seattle, WA 98107

Letter No. 451

From: Keri <mkdrewry@comcast.net>
Sent: Friday, July 15, 2016 1:27 PM
To: BGT_MissingLink_Info
Cc: info@SFMAmarkets.com
Subject: OPPOSITION to the Burke-Gilman Trail route going down Ballard Avenue

451 - 001 Thank you for your comments.

To Edward Murray and the entire City of Seattle Council,
I am writing to voice my absolute opposition to the City of Seattle getting rid of the Ballard Farmers Market location,
 as well as changing the dynamics of a thriving retail enclave on Ballard Avenue, all to accommodate a bike path route.
 This is the most absurd, anti-business, anti-community idea I have heard yet. We attend, and spend, at the Ballard
 Farmers Market almost weekly. We count on the goods available and the merchants can count on us to help their
 businesses succeed. The restaurants and shops all along Ballard Avenue are frequented by us on Farmer's Market days
 as well as the rest of the week. Ballard Ave is a thriving, eclectic destination and I cannot even comprehend why the City
 would consider killing this entire entity by making this street a bike only path. Many, if not the majority of people, do not
 ride bikes. They do not procure their weekly goods via bikes. It is a romantic idea, but is it not reality. While I understand
 the need for bike paths around the city, making this particular street an exclusive path for bikes does not remotely
 honor what city living is all about. Cities, in order to thrive, must have diversity. Diversity of people, diversity of cars,
 bikes, public transportation, etc. By removing the Farmer's Market, as well as the cars from this particular area will
 surely kill the diversity and kill the businesses. Anyone who has ever owned or operated a business knows this.
 I would like the City of Seattle to wake up and consider that when you have a needed and wanted area developing
 successfully, you do not remove it. You let it flourish so ALL the members of the community can benefit from it and
 enjoy it.
 Sincerely,
 Keri Drewry

451-001

Letter No. 452

From: Kimberly Malone <kimberly_malone@outlook.com>
Sent: Thursday, July 14, 2016 9:31 AM
To: BGT_MissingLink_Info
Subject: Please Support the Missing Link Blue Line!

452 - 001 Thank you for your comments.

452-001 | Hello – as an avid cyclist in the Seattle area – I am excited to see this important measure come close to fruition to keep cyclists safer on this iconic trail. Please support the Blue Line!! Best, Kimberly
Kimberly Malone
5725 Kirkwood PI N
Seattle, WA 98103

Letter No. 453

From: Kristen McCormick <aliray@gmail.com>
Sent: Saturday, July 16, 2016 10:34 AM
To: BGT_MissingLink_Info
Subject: Please Don't Screw Up Ballard Ave

To the Missing Link group,

453-001 | Please don't screw up our wonderful Ballard Market. I understand the "missing link" has been studied for years and I
453-002 | would like to offer yet another proposal. Please consider ending the Burke-Gilman at it's current location and renaming
453-002 | the last bit of trail that runs to Golden Gardens. Maybe we could call it Ballard Trail.

453-002 | If you insist on linking the trails up then I request that you do not run it through Ballard Ave.

453 - 001 Thank you for your comments.

453 - 002 Your comment is noted.

Letter No. 454

From: Leah Pastrana <leah.pastrana@gmail.com>
Sent: Monday, July 11, 2016 12:02 PM
To: BGT_MissingLink_Info
Subject: Please don't SHUT down Ballard AVE

454 - 001 Thank you for your comment.

454 - 002 Your comment is noted.

Hello,

454-001 | If Ballard Avenue were to become the “missing link” route, the BG Trail would run through the Ballard Avenue Landmark District. It would directly impact the small businesses along Ballard Avenue and it would threaten the future of the Ballard Farmers Market, now in its 16th year.

454-002 | Please consider the community, the people, the small business owners and people of the City who want to continue to enjoy the beautiful market and support local farmers and local artisans and handmade crafts. Please consider an alternate route.

Thank you for your attention in this matter.

Sincerely,

Leah Pastrana

Letter No. 455

From: Liam Bradshaw <liam.bradshaw@gmail.com>
Sent: Wednesday, July 13, 2016 8:02 AM
To: BGT_MissingLink_Info
Subject: please build the shilshole option soon!

455 - 001 Thank you for your comment.

I will not be able to make it to either of the meetings to be held in the next couple days regarding missing link construction, but I would like to add my emphatic support behind the shilshole south alternative.

455-001

The burke gilman trail is a cornerstone of the bicycle transportation network, but is still only as strong as its weakest link, even if none are missing. Please do not bend to the will of a vocal minority and sacrifice this opportunity to make the trail an efficient and easy to use piece of infrastructure. All other options than the shilshole south alternative would force trail users on indirect paths and cause unnecessary turns or crossings at busy intersections.

It's a travesty that this is even a discussion, let alone one that has gone on this long.

Yours,
 Liam Bradshaw

Letter No. 456

From: lizgallagher55@gmail.com
Sent: Sunday, July 31, 2016 1:16 PM
To: BGT_MissingLink_Info
Subject: Route preference.

456 - 001 Thank you for your comment.

456 - 002 Your comment is noted.

To whom it may concern,

I have lived in Ballard for 23 years, my husband was born in Swedish Hospital, my father in law had his office on Market St in the 60s & 70s. My roots run deep.

We have remodelled our Victorian home and made much use of Salmon Bay Sand & gravel as well as other businesses in old industrial Ballard. We also shop weekly at the farmers market and have since its inception.

I have watched Ballard grow to a neighborhood people want to come to. Thousands flock to Ballard Ave to the world class venues on Friday & Saturday night and to the farmers market. To imperil these businesses as well as the farmers by using the Ballard Ave option would kill the soul of this new Ballard. The options that bring the bikes onto main thoroughfares, thereby creating issues for buses & cars seems very foolish. The South Shilshole Option does indeed impact Salmon Bay, but its trucks cross the BGT already in the section between Ballard & Fremont and there have not been problems. The BGT would have to cross many more streets on the other three options and with careful signage the bikes would scarcely impact Salmon Bay any more than car traffic and parking already does.

I urge you to choose the South Shilshole option.

Yours,
 Liz Gallagher

Sent from my Windows Phone

456-001
 456-002

Letter No. 457

From: Maarten van Dantzich <mvd@thinking.com>
Sent: Tuesday, June 28, 2016 3:52 PM
To: BGT_MissingLink_Info
Cc: Maarten van Dantzich
Subject: Please build the Missing Link

457 - 001 Thank you for your comment.

Dear SDOT, Mayor, and City Council,

457-001 | As a long-time Seattle Cyclist, I'm writing to urge you to complete the Missing Link in the Burke Gilman Trail in a manner that is fully separate from other traffic and maintains the continuity of the trail experience. Personally, I find the zig-zagging of the trail near the Fred Meyer store to be far from optimal and would strongly value completing the trail on the original railroad grade ("Shilshole South").

Thank you for your consideration,

Maarten van Dantzich
Seattle, WA (98112)

Letter No. 458

From: Matt Welsh <mdw@mdw.la>
Sent: Thursday, July 28, 2016 10:10 AM
To: BGT_MissingLink_Info
Subject: Please choose the Shilshole South Alternative

458 - 001 Thank you for your comment.

458 - 002 Your comment is noted.

I am thrilled that the missing link in the Burke-Gilman Trail will finally be closed.

458-001

I strongly prefer the Shilshole South Alternative. It would be the safest route, avoiding traffic impacts, cross streets, and crowded pedestrian zones. It would be the best for a wide range of cyclists, from commuters to families riding on the weekend. It avoids the transit impacts and/or impacts to the Ballard Farmer's Market and historical district of the other alternatives. I fear the crashes between bicycles and pedestrians that would occur on the other routes; kids especially could get hurt. It is shorter and avoids waits at intersections, making it easier for people to commute by bicycle in a reasonable time; this will help reduce auto traffic.

458-002

Please choose the Shilshole South Alternative.

Sincerely,

Matt Welsh
4402 Thackeray PI NE
Seattle, WA 98105
(617) 819-4504
mdw@mdw.la

Letter No. 459

From: Merlin Woodman <merln_89@yahoo.com>
Sent: Sunday, July 31, 2016 10:59 PM
To: BGT_MissingLink_Info
Subject: Please build the Shilshole South Option

459 - 001 Thank you for your comment.

Dear SDOT Team,

459-001 | After reading a number of options and cycling through Ballard regularly, I'd like to see the South option be built.

Regards,
Merlin Woodman
Avid Bike Commuter

Letter No. 460

From: Michael Wagenbach <wagen@uw.edu>
Sent: Sunday, July 31, 2016 10:16 AM
To: BGT_MissingLink_Info
Subject: prefer South Shilshole alternative

460 - 001 Thank you for your comment.

460-001

I am writing to support the adoption of the South Shilshole alternative to complete the BGT. This route appears to offer the advantages of being most direct while also minimizing conflicts with motor vehicle traffic.

I am a frequent year-round bike commuter from Sunset Hill to the UW Medical Center, and would find this route most beneficial for my use.

Mike Wagenbach
3246 NW 61st St
Seattle 98107
206.755.8480

Letter No. 461

From: Rachel Nagorsky <rachel.nagorsky@gmail.com>
Sent: Sunday, July 10, 2016 4:01 PM
To: BGT_MissingLink_Info
Subject: Route preference

461 - 001 Thank you for your comment.

Hello Mr. Kubly,

I just learned about the missing link alternatives at the farmer's market today and I am not able to attend the public meetings so wanted to voice my concern through email. It would be really frustrating to have the farmers market shut down or relocated due to the construction and bike path on Ballard Ave. I have read a couple other articles on the routes and I would love to see the Shilshole south option win. It seems like the safest and most direct route for bikers so they don't have to deal with Market Street. I understand that the businesses located on Shilshole have been pushing back on this project and would prefer that bikes not use Shilshole, but as a biker it would be AMAZING to finally bike safely from Ballard to Golden Gardens.

Thanks for your consideration and I look forward to many future bike rides on the finished Burke Gilman Trail.

Best,

Rachel Nagorsky

461-001

Letter No. 462

From: Rebecca Kettwig <pipeseeker@comcast.net>
Sent: Thursday, July 14, 2016 9:21 PM
To: BGT_MissingLink_Info
Subject: preferred Missing Link alternative: Shilshole South

Hi --

I'm writing to chime in with my vote for the Missing Link alternative on the Burke-Gilman Trail.

- * In my opinion, the Shilshole alternatives are clearly the best choices, with South Shilshole superior to North Shilshole.
- Shilshole is the most direct route and is already many users' preferred workaround. If you shift the trail further north and east, many users will continue to use Shilshole for the most direct access. Why take trail users out of our way and through complicated traffic to get to the same end location?
- Also, the Shilshole options involve minimal changes to existing roadway uses, allowing traffic to flow through Ballard's increasing crowds while also adding safe routes for bikes and pedestrians.
- Avoiding Ballard's commercial district is a benefit for the BGT, not a liability. With the neighborhood greenways, there are ways for BGT users to access Ballard's businesses if they so choose. But many trail users are out for long distances on the trails themselves, seeking the least interrupted and safest way to bike, run, and walk. Consider the rest of the BGT: its purpose is not for commercial district access, but for a long, safe multi-modal trail.

- * The Ballard Avenue and Leary Way alternatives are definite no's.
- Both take trail users way off the direct path, deal with more congested traffic, and mess with roads that are working well as they are. Neither Leary Way nor Ballard Ave. needs the added congestion of a smaller roadway and new trail.

Thanks for taking our input!
 -- Rebecca Kettwig, a cyclist and walker in north Ballard

- 462 - 001 Thank you for your comment.
- 462 - 002 Your comment is noted.
- 462 - 003 Your comment is noted.
- 462 - 004 Your comment is noted.

Letter No. 463

From: Farris, Reid <rfarris@uw.edu>
Sent: Thursday, July 28, 2016 10:58 AM
To: BGT_MissingLink_Info
Subject: Please complete the Missing Link

463 - 001 Thank you for your comment.

To whom it may concern:

Please complete the missing link with the Shilshole South alternative.

We need to stop talking about this and just make it happen.

Thanks for accepting comments,
Reid Farris

463-001

Letter No. 464

From: Richard Shelmerdine <rshelmerdine@gmail.com>
Sent: Thursday, July 14, 2016 4:16 PM
To: BGT_MissingLink_Info
Subject: Please Fix the Missing Link!

464 - 001 Thank you for your comment.

I cannot attend tonight or Saturday, in person, but would like to add my voice to the 'Please Fix the Missing Link' campaign. Building this missing section has dragged on long enough. Clearly, there is enough bike traffic to demonstrate that this extremely unsafe section needs to be patched up.

464-001

Please don't hesitate to reach out to me for further comment.

Richard Shelmerdine
rshelmerdine@gmail.com
312-919-4204

Letter No. 465

From: Robert Wahlborg <calarts2k@hotmail.com>
Sent: Saturday, July 30, 2016 2:37 PM
To: BGT_MissingLink_Info
Subject: not Ballard avenue

465 - 001 Thank you for your comment.

Scott Kubly, Director:

465-001 Please avoid disrupting Ballard avenue and use the Shilshole Ave (South Side) route. It maintains the character of Burke Gilman better than a route that uses a high traffic city street, and would be the safer alternative for both cars and riders.

Robert A. Wahlborg
Magnolia

Sent from Windows Mail

Letter No. 466

From: Robin Briggs <rbriggs1201@gmail.com>
Sent: Monday, July 11, 2016 9:52 PM
To: BGT_MissingLink_Info
Subject: Please approve the BG missing link

466 - 001 Thank you for your comment.

466-001 Really, please do it before more people wipe out in Ballard. It is the scariest portion of the trail, by far.
Thanks,

Letter No. 468

From: Simon Pelchat <pelchats@gmail.com>
Sent: Thursday, July 28, 2016 8:52 AM
To: BGT_MissingLink_Info
Subject: Please choose the Shilshole South alternative

468 - 001 Thank you for your comment.

I commute by bicycle on Shilshole every day and strongly prefer the Shilshole South alternative. It is by far the safest and most direct and convenient option.

468-001

Many of the other options proposed are so inconvenient and indirect that it seems likely many cyclists would keep using Shilshole (I certainly would consider it) even if that route is notoriously unsafe.

If we want to encourage people to cycle to work, I think we should build a safe and direct bicycle lane rather than a roundabout route that feel like a half-hearted attempt to appease cyclists.

Letter No. 469

From: Stephen Lovell <selovell@icloud.com>
Sent: Monday, July 11, 2016 11:14 AM
To: BGT_MissingLink_Info
Subject: Preferred route for Missing Link

Mr. Mazzola,

I am not able to attend the Public Meeting on the Burke-Gilman Trail Missing Link meeting but wanted to voice my opinion regarding the alternatives.

I would prefer one of these routes:

- 1) Shilshole South Alternative
- 2) Shilshole North Alternative
- 3) Leary Alternative

I do not like the Ballard Avenue Alternative since it would adversely impact parking in this area, the weekend Ballard Farmer's Market, and access to other small businesses along the street.

Thank you,

Steve Lovell

1900 Alaskan Way #513
Seattle, WA 98101

206-441-5351

469 - 001 Thank you for your comment.

469 - 002 Your comment is noted.

469-001

469-002

Letter No. 470

From: Stephen Newman <stephen.d.newman@gmail.com>
Sent: Friday, July 22, 2016 1:09 PM
To: BGT_MissingLink_Info
Subject: Please build the Missing Link

470 - 001 Thank you for your comment.

Dear Mr. Kubly and Mr. Mazzola,

470-001 | For the safety and benefit of all the other thousands of cyclists who ride through Ballard, please build the Missing Link.
For my friends who cycle, for their families and children who cycle, for my wife and myself who cycle, please build the Missing Link.

Sincerely,
Stephen Newman

Stephen Newman
4404 Densmore Ave. N.
Seattle, WA 98103

Letter No. 471

471 - 001 Thank you for your comment.

From: Tim Hesterberg <enviro@timhesterberg.net>
Sent: Thursday, July 14, 2016 10:58 PM
To: BGT_MissingLink_Info
Subject: Please choose the Shilshole South Alternative

I am thrilled that the missing link in the Burke-Gilman Trail will finally be closed.

I strongly prefer the Shilshole South Alternative. It would be the safest route, avoiding traffic impacts, cross streets, and crowded pedestrian zones. It would be the best for a wide range of cyclists, from commuters to families riding on the weekend. It avoids the transit impacts and/or impacts to the Ballard Farmer's Market and historical district of the other alternatives. I fear the crashes between bicycles and pedestrians that would occur on the other routes; kids especially could get hurt. It is shorter and avoids waits at intersections, making it easier for people to commute by bicycle in a reasonable time; this will help reduce auto traffic.

Please choose the Shilshole South Alternative.

Sincerely yours
Tim Hesterberg
2628 31st Ave W
Seattle, WA 98199

471-001

Letter No. 472

472 - 001 Thank you for your comment.

From: Timothy Lewis <timothy.lewis32@gmail.com>
Sent: Thursday, July 14, 2016 7:11 AM
To: BGT_MissingLink_Info
Subject: Please Don't Disrupt the Farmer's Market

Hello,

I am strongly interested in the Ballard Farmer's Market remaining unaffected by this effort! I am also strongly in favor of completing this missing link.

If the route must go through the current location of the Farmer's Market, please ensure that the Farmer's Market has somewhere else to go.

Satisfying these conditions would be indescribably valuable to me. Please consider.

Best regards,
Tim

--
Tim Lewis
M.S. Civil Engineering, U. of California - Berkeley 2015
B.S. Civil Engineering, Marquette University 2014
(414) 378-3922
timothy.lewis32@gmail.com

472-001

Letter No. 473

From: Vicki Shapley <vshapley.ays11@gmail.com>
Sent: Wednesday, July 27, 2016 9:54 AM
To: BGT_MissingLink_Info
Subject: Public Comment: Burke-Gilman Trail Missing Link Project

- 473 - 001 Thank you for your comment.
- 473 - 002 Your comments are noted.
- 473 - 003 Your comments are noted.

To: Scott Kubly, Director, Seattle Department of Transportation and Mark Mazzola, Environmental Manager:

I support a safe, simple, connected and direct solution to the Missing Link. This project will complete the Burke-Gilman Trail and connect the Ballard community with surrounding neighborhoods that already use and love the trail.

473-001 I have one primary, important concern to express: please do nothing that would disrupt the existing award-winning Ballard Farmers Market! This was Seattle's first year-round neighborhood farmers market selling produce exclusively from Washington state farmers. For 15 of those years, the Market operated on Ballard Avenue NW between Vernon Place and 22nd Ave. In the spring of this year, it was expanded onto 22nd Avenue which extended it to NW Market Street. I beg of you: do not pick any option that adversely affects the Ballard Farmers Market!

473-002 There are throngs of people weekly who shop at this Market, including my husband and me. It even draws customers from surrounding neighborhoods and outlying cities (Renton, Olympia, others). It is vibrant, lively and a boon not only to the Ballard neighborhood but also to the Washington farmers and other purveyors of goods who have long been operating here. It is also a consistent tourist draw, which brings people to the surrounding area to shop at nearby stores, eat at nearby restaurants and have coffee or tea in local shops. To have any part of this disrupted would be harmful to so many for so many reasons. The economic impact alone could be substantial. The cultural impacts would be, as well.

473-003 Given there are three other routes proposed, I ask that you eliminate the Ballard Ave NW option completely in order to preserve this well-known, well-established community asset. Anything done to disrupt the community gem of the Ballard Farmers Market would be horrible, indeed.

Thank you for your consideration. If you have any questions about my comments, I can be reached at the number/email given below.

Regards,

Vicki Shapley
 317 NW 47th St, Seattle, WA 98107
vshapley.ays11@gmail.com / 206-604-1082

Letter No. 474

From: agreenb@u.washington.edu
Sent: Monday, July 25, 2016 2:08 PM
To: BGT_MissingLink_Info
Subject: South Shilshole route

474 - 001 Thank you for your comment.

Dear Scott,

I am a frequent rider of the Burke Gilman Trail going through Ballard. Presently, I use Old Ballard Ave as my route. For safety and convenience it would be much better to stay on the south side of Shilshole avenue where there are the fewest intersections to cross. Therefore less chances of getting hit by a motor vehicle. We have waited too long for this most obvious solution. A solution that has been impeded by a few businesses who couldn't care less about bicycle safety. Look at all the accidents (my wife being one of them) under the Ballard bridge going over the railroad tracks. If they were concerned about our safety they would have taken care of that hazard many years ago. They are only concerned about their self interest. It is time for the vast majority of people to right a wrong which has been the missing link. The best solution is a trail on the south side of Shilshole avenue.

Sincerely,
 Alan Greenbaum

474-001

Letter No. 475

From: asquirrel@gmail.com on behalf of Andrew DiPietro <dipietro.andrew@gmail.com>
Sent: Tuesday, July 12, 2016 4:34 PM
To: BGT_MissingLink_Info
Subject: Shilshole South Alternative Please!

475 - 001 Thank you for your comment.

475-001 | Hello,
I would like to put my vote in the hat for the Shilshole South Alternative as the best solution to the missing link.
This is very important for me and all my cyclist friends. Please finish the missing link!

Thank you,
- Andrew DiPietro

Letter No. 476

From: Elizabeth Boram <bethboram@gmail.com>
Sent: Saturday, July 16, 2016 3:49 PM
To: BGT_MissingLink_Info
Subject: Support for the missing link

476 - 001 Thank you for your comment.

Hello,

I am writing to voice my strong support for the City to approve and build, without further delay, the southern option of the missing link Burke Gilman trail.

I am a Ballard resident and bike commuter. The missing link creates a very unsafe route of travel to the Burke Gilman trail from Ballard, particularly when traveling with children. As Ballard becomes more congested with cars and bikes competing for roadway, this problem is getting worse. It is negligent of the City not to provide a safer route of travel for bicyclists to and from Ballard. The old rail line is the obvious and best option. The industry along Shishole Ave. will just need to adapt. Please get it done!

Thank you,
Beth Boram

476-001

Letter No. 477

From: Sheldrake, Sean <sheldrake.sean@epa.gov>
Sent: Sunday, July 10, 2016 8:40 AM
To: BGT_MissingLink_Info
Cc: Beth Sheldrake
Subject: Supporting shilshole avenue alternative

477 - 001 Thank you for your comment.

To whom it may concern,

We are writing to you in support of the Shilshole Avenue alternative. We believe that the Ballard Avenue alternative will be unsafe due to the high number of intersections, will be slower due to these intersections to traverse it safely, and it will negatively impact the Ballard farmers market and other area businesses. We believe that the clear alternative is Shilshole Avenue to increase freight mobility and bicycle safety and the overall usability of this vast and under utilized corridor.

As homeowners in Ballard, patrons of the businesses all over Ballard (which we patronize exclusively on foot or by bicycle), parents of two teenage daughters that bike to ballard high school and salmon bay middle school, frequent bike commuters to magnolia thru this area of ballard, and year round bicycle commuters to downtown we are very excited to get this missing link built- if in the right location- and safety improved for all.

Thank you.

Beth and Sean Sheldrake, 7734 12th Ave NW
206.225.6528 cell

Sent from my iPhone

477-001

Letter No. 478

From: Betsy Bruemmer <b.bruemmer@earthlink.net>
Sent: Wednesday, July 13, 2016 9:18 PM
To: BGT_MissingLink_Info
Subject: Shilshole South Alternative

478-001 | I am a bike commuter who lives in Ballard. I support the Shilshole South alternative because that is the route that I am
478-002 | used to taking and will continue to take. It is a straighter shot to the Burke Gilman and better access than winding
478-002 | through the streets of Ballard. I don't know what can be done about Salmon Bay Gravel - a tunnel would be the best
478-002 | option, or a route closer to the water around the company, if that's possible. I really think we have waited long enough.
478-002 | Please finish the trail and make cycling safer for everyone.
478-002 | Thank you.

Betsy Bruemmer
Seattle, WA

478 - 001 Thank you for your comment.

478 - 002 Your comment is noted. Please refer to Section 1.9 for a discussion of alternatives considered but not further included.

Letter No. 479

From: Carey McGilliard <Carey.mcgilliard@gmail.com>
Sent: Friday, July 22, 2016 9:02 PM
To: BGT_MissingLink_Info
Subject: The Missing Link: South Shilshole is Best

479 - 001 Thank you for your comment.

Dear Mr. Kubly and Mr. Mazzola,

I am writing to express my support for connecting the missing link of the Burke Gilman Trail through Ballard. Ballard has become a hub of activity in the city over the 12 years that I've lived here, which makes filling in the missing link much more important than it once was.

I often travel by bicycle and sometimes I travel by car. I've ridden and driven the missing link thousands of times. I think the South Shilshole alternative would be the safest and most convenient option for both people on bicycles and people in cars by keeping people on bicycles off of major arteries (NW Market St and Leary Way).

Sincerely,

Carey McGilliard
315 N 50th St
Seattle, WA 98103

479-001

Letter No. 480

From: Carol Tobin <cctobin@earthlink.net>
Sent: Monday, July 04, 2016 9:06 PM
To: BGT_MissingLink_Info
Cc: Adele Eustis; 'Wackerman, Jorie'
Subject: Shilshole South Alternative

480 - 001 Thank you for your comment.

480-001

Hello,
I use this route regularly now, and I have a strong preference for the Shilshole South Alternative. I strongly oppose the Ballard Avenue Alternative. It's important to keep the Ballard Sunday Market going.
Thanks for the opportunity to comment.

Carol Tobin
4219 Phinney Ave N
Seattle, WA 98103
H - 206-547-9629
C - 206-459-3004
cctobin@earthlink.net

Letter No. 481

From: cary <caryfos@gmail.com>
Sent: Thursday, July 14, 2016 2:33 PM
To: BGT_MissingLink_Info
Subject: shishole south only reasonable option

481 - 001 Thank you for your comment.

481 - 002 Your comment is noted. SDOT will continue to evaluate the parking needs of the Ballard neighborhood and will determine whether the expansion of time limited or paid parking areas is warranted.

481 - 003 Your comment is noted.

481-001 Just wanted to chime in that I agree with I think most - shishole south is the only reasonable option.
481-002 I've only been in the area 3 years. I drive more than bike. But this project is long over due and a couple businesses should not have this much power for a 20 year+ delay.
481-002 Why not start by charging for parking along shishole south - the city bought it a while ago, yes? It can help fund the trail/legal fight...
481-003 Ballard is the worse option of the bunch. The other 2 - people will cont to use shishole and so would be a waste...
Thank you
Cary Foster

Letter No. 482

From: Cheryl Haines <hainesc@live.com>
Sent: Tuesday, July 19, 2016 10:58 PM
To: BGT_MissingLink_Info
Subject: Trail feedback

482 - 001 Thank you for your comment.

482-001

I looked at the options on Myballard.com and would definitely prefer the South Shilshole alternative. It requires the bikes to cross the least amount of roads and intersections and keeps them out of the traffic. There is already a lot of crowding in the streets and additional bike traffic on any of the other options will just create more risk.

Thanks, Cheryl Haines
Sunset Hill Resident

Letter No. 483

From: christopher mehlin <cmehlin@yahoo.com>
Sent: Wednesday, June 22, 2016 2:21 PM
To: BGT_MissingLink_Info
Subject: Stop the delay -- build the trail!

- 483 - 001 Thank you for your comments.
- 483 - 002 Your comment is noted.
- 483 - 004 Your comment is noted.

Sir:

483-001 | As a long-time Ballard resident and bicycle commuter who goes through the disastrous Missing Link every day, I am embarrassed that Ballard has managed to delay completion of the Burke-Gilman trail for decades. With the release of the latest environmental review, which was completely unnecessary and a shameless delay by the Ballard Chamber of Commerce, it is clear that there is no reason to delay construction of the trail. Every day that we delay people are getting hurt. Let's go!

483-002 | Only the "South side" Shilshole plan makes any sense. It is the most direct route. The other routes have more street crossings and are more dangerous. Let's go!

483-003 | Bikers will not cause delays or lawsuits for truckers -- they already cope fine with the facility in Fremont and the cars pulling in and out of Fred Meyer. Salmon Bay Sand and Gravel may lose some of the area they have used free for years for parking and staging. This is why they have financed such fierce opposition. They have more than made their case and they have lost. Time to build the trail. Let's go!

Thank you for registering my comment,
 Chris Mehlin

Letter No. 484

From: Clinton Hall <hallclint@aol.com>
Sent: Monday, July 11, 2016 6:08 PM
To: BGT_MissingLink_Info
Subject: Yes Missing Link, No Ballard Ave.

484 - 001 Thank you for your comment.

484-001

The Subject Line says it all. The missing link is essential to making cycle passage through Ballard safe and viable, but putting it the Ballard Avenue option should not even be considered.

Clint AHall
Magnolia

Letter No. 485

From: Clinton Scharen <cscharen@gmail.com>
Sent: Wednesday, July 06, 2016 4:01 PM
To: BGT_MissingLink_Info
Subject: Shilshole South Route

Hello,

485-001 | I would like to express my support for the Shilshole South Alternative. I feel it is the most logical route for the trail and will allow the Ballard Farmers Market to remain at its current location.

485-002 | I know a few businesses along Shilshole are concerned about having bikes travel in front of their business. Vancouver BC has a very similar situation where a cement company is located in the Granville Market. This is a very touristy area where pedestrians are unfamiliar with the local traffic patterns, there are very few accidents because the area is very marked (both signs and ground painting) and the trucks are expected to wait for pedestrians. I know we are capable of having more pedestrian friendly areas in Ballard.

Thank you,

-Clinton
Ballard Resident

485 - 001 Thank you for your comment.

485 - 002 Your comment is noted.

Letter No. 486

From: Colin Ernst <monkfrog@gmail.com>
Sent: Sunday, July 24, 2016 7:25 PM
To: BGT_MissingLink_Info
Subject: South Shilshole Alternative!

486 - 001 Thank you for your comment.

Hello SDOT,

I am a Ballard resident and a regular bicyclist. I have reviewed the four alternatives for the BGT missing link connection and I prefer:

The SOUTH SHILSHOLE route.

Keeping the bike lane out of the chaos of downtown Ballard is the safest most useful alternative for cyclists. Other sections of trail go through areas where it has to share the road with businesses and other hazards and there is no reason the trail can not coexist with Salmon Bay Gravel and any other businesses that are on the route. That's the way the tracks go and that's the way the bike path should go.

Thank you,
Colin Ernst
8527 30th Ave NW
Seattle Wa 98117

486-001

Letter No. 487

From: colin <sightfire@gmail.com>
Sent: Wednesday, July 20, 2016 10:48 AM
To: BGT_MissingLink_Info
Subject: South Shilshole

487 - 001 Thank you for your comment.

Hey SDOT,

I'm a Ballard resident and frequent user of the Burke for biking and skating. I want to advocate for the South Shilshole alignment for filling the missing link. After looking at the four options, this makes the most sense to me in terms of safety and efficiency. The North Shilshole option could work as well, but the Ballard Ave and Leary options would really do a disservice to the trail's users.

I look forward to a safe, connected trail soon!

Colin MacDonald
917.689.9869

487-001

Letter No. 488

488 - 001 Thank you for your comment.

From: Daniel Heller <Daheller@gmail.com>
Sent: Saturday, July 23, 2016 12:49 PM
To: BGT_MissingLink_Info
Subject: We need your help!

Dear Mr. Kubly and Mr. Mazzola,

I've been a bicyclist in Seattle for two decades. In that time the issue that has always remained constant is the missing link in the Burke Gilman trail in Ballard. I cannot tell you how many times my father and I have had close calls with cars because we are forced into the road instead of being able to continue safely to Golden Gardens.

Please support the completion of this section and ensure safety for all bikers and pedestrians in Seattle!

Sincerely,
Daniel Heller

Daniel Heller
736 17th Ave East
SEATTLE, WA 98112

488-001

Letter No. 489

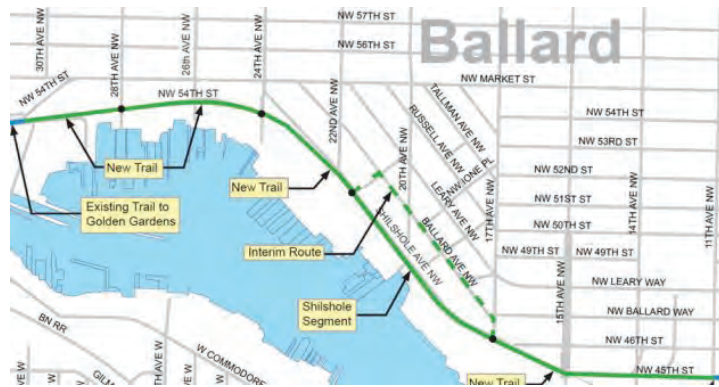
From: Dave Rider <drider@simulab.com>
Sent: Wednesday, July 27, 2016 9:26 AM
To: BGT_MissingLink_Info
Subject: South Shilshole is the most appropriate solution to fix the Missing Link

489 - 001 Thank you for your comment.

489 - 002 Your comment is noted.

Scott,
 Good morning.
 I would like to talk with you if you have time to convey my appreciation for your team’s hard work on this seemingly never ending debate. Whoa! Quite a project.

I would also like to convey my support for the South Shilshole alternative as the final choice to fix the Missing Link. In my mind, this is clearly the most intuitive route, with the most benefits to the trail users, and definitely the fewest negative impacts on the neighborhood.



I have lived in Seattle for more than 25 years (Greenlake (5)/Ravenna (5)/Ballard (15+ and counting)), and have been a cyclist/bike commuter/runner/walker on every single one of those days. At least one of my family members uses the Burke Gilman trail every weekday. Furthermore, we often go on “Buddy rides” to help new cyclists get comfortable with cycling/commuting in the city.
 With that in mind, the Missing Link is still the piece that creates the most east/west issues, and definitely the most trepidation for trail users.

Please chose the South Shilshole alternative, and please feel free to call me if you have any questions about my position. Thank you again for your hard work and have a nice day.
 Dave



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Dave Rider | Vice President of Sales – North America
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13001 48th Avenue S | Seattle, WA 98168 USA
P: (206) 508-7490 | (866) 400-1260
F: (253) 681-7667 |
drider@simulab.com | www.simulab.com



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Letter No. 490

From: Denise Mamaril <dmamaril@mac.com>
Sent: Sunday, July 24, 2016 5:20 PM
To: BGT_MissingLink_Info
Subject: Weighing in on the Missing Link alternatives

Hello, SDOT.

I'm a frequent user of the Burke-Gilman through Ballard (both riding and running) and spend a good deal of time in the area between visits to the gym (Olympic Athletic Club), the Ballard Farmers Market, and the many area restaurants.

490-001

I have significant concerns about the Ballard Avenue alternative. I understand that the Ballard Avenue alternative would negatively impact the Ballard Farmers Market, an important part of the Ballard community. I also could see that it would pose congestion issues on an already overly congested street. I strongly oppose this alternative.

While my preferred route would be Shilshole, I understand that there would be significant industrial impacts for that solution. A distant second best would be the Leary Way route.

490-002

Thanks for letting us all weigh in on this.

Denise Mamaril
319 N 46th Street
Seattle, WA 98103

490 - 001 Thank you for your comment.

490 - 002 Your comment is noted.

Letter No. 491

From: Dieter Krumpelmann <dkrumpelmann@mindspring.com>
Sent: Sunday, July 31, 2016 11:59 PM
To: BGT_MissingLink_Info
Subject: South Shilshole Ave Please

491 - 001 Thank you for your comment.

491 - 002 Your comments are noted.

491-001 | I'd like to put in a vote in for the South Shilshole route for the Burke-Gilman trail.

Reason: it's what should have been done years ago. The delay by the business purchase of the tracks / 2 cars and train that move twice per year was reprehensible, serving their own needs above the public good.

491-002 | Pay for the train & 2 graffiti'd cars that rarely move, Remove all tracks, gain more parking spaces when the area is paved and gain more parking when true "back in angled parking" is available.

Make it safe for those that ride the the natural path as intended.

Thank You for your continued updates,

Dieter Krumpelmann
5712 28th Ave NW
Seattle WA 98107

Letter No. 492

From: Donna LePard <donna.lepard@gmail.com>
Sent: Wednesday, July 06, 2016 3:58 PM
To: BGT_MissingLink_Info
Subject: Save the Ballard Market

492 - 001 Thank you for your comment.

492-001 | Just offering my opinion that the Burke-Gilman round should not be routed through Ballard Ave. The quaint historic district and Sunday Market on Ballard Avenue are wonderful assets to our community and bring in revenue. I think the bike route should be the South Shiishole alternative — and well away from automobile traffic.

Donna LePard
3002 NW 58th St.
Seattle, WA 98107
(206) 393-2993

Letter No. 493

From: General Manager <manager@sfmamarkets.com>
Sent: Friday, July 29, 2016 8:50 PM
To: BGT_MissingLink_Info; Brochet, Art
Subject: Seattle Farmers Market Assoc. Letter
Attachments: Burke-Gilman Trail - Missing Link Project.pdf

493 - 001 Thank you for your comment.

Hello

493-001 | I have attached a letter regarding the Burke Gilman Trail missing link.
Thank you for your time reading this and submitting it into public comments.

Regards,
Douglas Farr

Letter No. 493



Seattle Farmers Market Association (SFMA)
 700 42nd Ave NW Suite 227 Seattle, WA 98107
 206-769-0015 | info@sfmamarkets.com

July 28, 2016

Scott Kubly, Director
 Seattle Department of Transportation
 c/o Mark Mazzola, Environmental Manager
 P.O. Box 34966
 Seattle, WA 98124-4996

Re: Burke-Gilman Trail Missing Link Project

Dear Director Kubly:

The Seattle Farmers Market Association supports completing the Missing Link of the Burke-Gilman Trail in Ballard to improve safety, recreation, and access for all. However, the SFMA opposes the Ballard Avenue Alternative because of the adverse economic impact it would have on retail businesses in Ballard, especially the Ballard Farmers Market.

Loss of Parking: Clearly, the loss of 198 *convenient* parking spaces **would adversely impact 100+ retail businesses located on Ballard Avenue.** Most of the spaces are controlled by City-owned pay stations, which encourages turnover and improves public access to businesses. Eliminating the parking and the pay stations on the entire West side of Ballard Avenue represents taking two steps back for businesses on a street that already has insufficient parking to support demand. Also, the removal of 14 designated load/unload spaces would make already existing freight delivery problems on Ballard Avenue worse, which would definitely result in more double parked delivery trucks blocking both lanes of traffic.

Closing the Farmers Market: The Ballard Avenue Alternative **would adversely impact approximately 140 vendors who operate every Sunday at the Ballard Farmers Market.** Closing the market for several months to install a multi-use trail and divider would harm the Farmers Market and the neighboring businesses who depend on the customer traffic generated by the Market. Many of the vendors rely solely on the Market for their income and could not afford to close for several months. Also, because the usable width of the street for the Market would significantly decrease after construction, the Market would only be able to accommodate about ½ of the number of vendors they do now. Moreover, because a 20' fire lane is required to operate the event, it might be necessary to *"move the Market to a new location."* DEIS, 5-18, June 2016.

This is unprecedented. In fact, no other business mentioned in the DEIS Report would be required to close for several months, dramatically downsize, or relocate somewhere else.

493 - 002 Your comments are noted.

493 - 003 Your comment is noted. The Preferred Alternative does not result in the closure of the Farmer's Market.

493-001

493-002

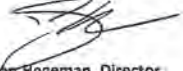
493-003

493-004

Hopefully, you will recall, the City of Seattle invited the Farmers Market to Ballard. Accordingly, I think the City should be celebrating and protecting what they helped create. The Ballard Farmers Market has been a HUGE success for everyone—by creating jobs, improving the local economy, and supporting access to healthy organic food options. Also, it has created a safe community gathering place for residents to greet, interact, and support each other.

Therefore, please carefully consider the adverse impacts that the Ballard Avenue Alternative would have on businesses in Ballard, especially the Ballard Farmers Market.

Sincerely,



Jon Hegeman, Director
Ballard Farmers Market
Seattle Farmers Market Association

cc: Brian Surratt, Director, Office of Economic Development

493 - 004 Please refer to the response to your Comment 003.

Letter No. 494

From: Eli Patten <epatten@gmail.com>
Sent: Thursday, July 28, 2016 9:11 AM
To: BGT_MissingLink_Info
Subject: Shilshole South Alternative clearly the best choice

494 - 001 Thank you for your comment.

Hello,

Thank you for working to finish the missing link. I wanted to add my support to the Shilshole South Alternative as I feel this would be the best solution. Personally, I am currently ok with bicycling in traffic and crossing intersections and arterials (although I greatly prefer not too), but the trail needs to be welcoming and safe for all users. More over, I won't be long before I would like to be able travel the trail with my family without having to constantly worry about if they can stop in time to navigate the intersections and control they path along streets, curbs, and ruts.

Moreover, I feel this option is even best for cars and other non-bicycle traffic.

Sincerely,

Eli Patten
Mechanical Engineer

11329 28th Ave NE
Seattle, WA 98125

494-001

Letter No. 495

From: Eric Buer <anastomose@yahoo.com>
Sent: Tuesday, June 28, 2016 2:45 PM
To: BGT_MissingLink_Info
Subject: Support for Shilshole South Alternative

Dear SDOT,

I am writing to provide strong support of the Burke-Gillman Trail Missing Link Project Shilshole South Alternative (SSA). The SSA is the only alternative that:

495-001

- Provides a simple and direct connection between the two ends of the Burk-Gillman Trail's missing link;
- Provides an attractive, low-profile route that will provide easy riding for cyclists of all skill levels;
- Has adequate space to build an appropriate multi-use trail with buffers from traffic and motorized vehicle traffic;
- Improves our transportation in the corridor where cyclist and pedestrian traffic is already present in large volumes;
- Minimizes unnecessary impacts on the greater Ballard area's transportation network (Chapter 7); and
- Minimizes impacts on freight traffic (Chapter 7).

I also wish to voice strong opposition to the No Build Alternative, the Shilshole North Alternative, Ballard Avenue Alternative, and Leary Alternative. All of these options:

495-002

- Fail to address the fundamental issue that bicycle and pedestrian use is already present in large volumes along the Shilshole South route;
- Will be forced to contend on some level with inadequate space for a dedicated multi-use trail (or fail to build one at all);
- Lack the same direct, intuitively obvious, and topographically attractive alignment of the Shilshole South Alternative; and
- Pose an additional burden on Ballard's greater transportation network.

Completion of the missing link has been delayed too long already, and many cyclists have been injured, some egregiously, in the intervening years. The Burke-Gillman Trail was originally opposed by local residents and businesses when it was first conceived on the basis of lost parking and other spurious claims of lost economic activity. Not only have these predictions failed to materialize, the exact opposite effect has been observed over time and trail use has increased and local business has flourished.

495-003

The trail is a regional gem and should be completed using the most suitable and attractive alternative: the Shilshole South Alternative.

495-004

Please enter all comments into the official record of public acceptance for this EIS.

Thanks,
Eric

495 - 001 Thank you for your comment.

495 - 002 Your comments are noted.

495 - 003 Your comments are noted.

495 - 004 Your comments are noted.

Letter No. 496

From: G. Lane Soholt <soholtmm@earthlink.net>
Sent: Tuesday, July 26, 2016 11:05 AM
To: BGT_MissingLink_Info
Subject: Time to do the missing Shilshole link

Dear Mr. Kubly and Mr. Mazzola,

496-001 | I ride the Locks - Fremont portion of the incomplete "Burke-Gilman" several times a week. The final preferred bike route should use the south Shilshole proposed route.

496-002 | I well understand that Shilshole is a business industrial zone for Mr. Concrete and others, but this can be resolved. Week day riders of Shilshole already understand and deal with the existing high risk situation. It can only get better.

496-003 | Weekend users of a South Shilshole route will face little or no business traffic. Safety will not be enhanced by routing bikes through Ballard - with more lights, opening car doors and mid-street crossing pedestrians - every day of the week.

496-004 | We've waited more than 20 years. Do it! We need to connect Fremont and other areas with Golden Gardens. Come down to Ballard on a nice weekend day and see the number of families with kids trying to get through the current confusion.

496-005 | I've had three close calls in the Ballard area (cars passing within a foot and a half) caused by drivers attempting to get around me while traffic was coming from the opposite direction. I've been "doored" by an unthinking driver once. Imagine a slow moving and naturally weaving kid!

496-006 | A completed multi-use Burke-Gilman South Shilshole route will benefit people who ride, run and walk - during the week and on weekends.

Sincerely,

G. Lane Soholt
 120 West Highland Dr. #420
 Seattle, WA 98119

496 - 001 Thank you for your comment.

496 - 002 Your comment is noted.

496 - 003 Your comment is noted.

496 - 004 Your comment is noted.

496 - 005 Your comment is noted.

Letter No. 497

From: Gail Kieckhefer <gailmk121290@gmail.com>
Sent: Friday, July 22, 2016 2:08 PM
To: BGT_MissingLink_Info
Subject: Support Leary Alternative

497 - 001 Thank you for your comment.

497 - 002 Your comment is noted.

497-001 | Altho I am not 100% sure I see the need to complete the Burke-Gillman Trail (it has to end somewhere ... why not where it ends now??).....

497-001 | BUT if the missing link is completed then I support the Leary Alternative tho I also think it should jog one more block north at 22 NW untill it reaches 28th NW . My second choice alternative would be the Shilshole North Alternative.

497-002 | I can not support the option that goes along Ballard Ave as it will be way too distructive to the very neighborhood supporting market and retail along that route.

497-002 | thanks for taking Ballard residents thoughts in mind when making the decision.

gail M Kieckhefer
3211 NW 68th St
98117

Letter No. 498

From: Hillary Emonds-Banfield <hillaryeb@gmail.com>
Sent: Wednesday, July 13, 2016 4:10 PM
To: BGT_MissingLink_Info
Subject: Shilshole South is the best route

498 - 001 Thank you for your comment.

Dear Scott Kubly,

I am writing to let my voice be heard that the BGT Missing Link would best serve everyone on the Shilshole South route.

I am a 46 year old, mother of two, and a bike commuter. I live at the top of Sunset Hill and ride my bike to work downtown via BGT, Fremont Bridge, and the new Westlake Bike Track (which is totally awesome!). I would like a safe bike route through Ballard and Shilshole South is the best route. As someone who has been hit by a car on my bike (going through the Westlake Ave parking lot - thank you new bike track for making me safe!), I cringe every time I have to ride through the heart of my neighborhood. Please make my ride safer by completing the BGT with the Shilshole South route.

Thank you,
Hillary Emonds-Banfield
8300 32nd Ave NW
206.466.8168

498-001

Letter No. 499

From: Howard Langeveld <hlangeveld@comcast.net>
Sent: Wednesday, July 13, 2016 3:27 PM
To: BGT_MissingLink_Info
Subject: Support for Blue line for Burke missing link

499 - 001 Thank you for your comment.

Howard Langeveld
1912 8th Ave W.
Seattle, WA 98119

499-001

Letter No. 500

From: James Whiting <puck2648@gmail.com>
Sent: Tuesday, July 12, 2016 2:33 PM
To: BGT_MissingLink_Info
Subject: Shilshole South is the only option

500 - 001 Thank you for your comment.

500-001

It is WAY past time to finally complete the Ballard Missing Link! The Shilshole South route that is fully funded and fully studied is the only one that makes any sense at all from a safety, environmental, usage, community, legal, business, or any other perspective one may have to look at possible routes. **People are getting hurt daily!** This is utterly unacceptable and wrong when the connecting bike trail to stop this from happening simply needs to get done. No more delays, no more listening to a few sour-grapes old business owners, and no more ignoring the needs of the Ballard community for a safe, responsible, reliable route connecting the Ballard Missing Link. Build it already!

James Whiting

Letter No. 501

From: Jeta75 <jeta75@aol.com>
Sent: Thursday, July 14, 2016 8:31 AM
To: BGT_MissingLink_Info
Subject: use the Blue Line

501 - 001 Thank you for your comment.

501-001 | It is important to keep the Burke Gilman trail along the rail right-of-way, i.e. the Blue Line. Do not move to other more dangerous streets.
Thank you.

Letter No. 502

From: Joanna Hingle <jhingle@hotmail.com>
Sent: Monday, August 01, 2016 12:14 PM
To: BGT_MissingLink_Info
Subject: South Shilshole Alternative preferred

502 - 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. I believe that the South Shilshole alternative is the best for balancing all the interests involved, including creating a significantly safer environment for all users. 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,

Joanna Hingle
 7036 7th Ave NW
 Seattle, WA 98117

502-001

Letter No. 503

From: JoAnne Epping-Jordan <jo@eppingjordan.com>
Sent: Monday, July 11, 2016 5:28 PM
To: BGT_MissingLink_Info
Subject: Views on missing link

503 - 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 prefer the **Shilshole South Alternative**.

Thank you for considering my views.

Sincerely,
JoAnne Epping-Jordan

503-001

Letter No. 504

From: Jonathan Sirois <jjsirois@hotmail.com>
Sent: Saturday, July 30, 2016 5:37 PM
To: BGT_MissingLink_Info
Subject: Support for South Shilshole route

504 - 001 Thank you for your comment.

504 - 002 Your comment is noted.

504-001
 504-002 Please push for the south Shilshole option. This is the best route. I also like the Ballard Ave option for the connection to old town ballard and the extra business and sense of community it might bring to Ballard, I don't like how it crosses market and loops North, this makes no sense. If you do the Ballard Ave route it should continue on Ballard ave and then left on Market and hook up with the South Shilshole route. I use part of the Burke, bike lanes on Dexter, 8th and the greenways of 58th and 17th most every day. thanks,

Jonathan Sirois
 7547 18th ave NW
 Se
 Loyall heights

Letter No. 505

From: joriew1@comcast.net
Sent: Tuesday, July 05, 2016 4:13 PM
To: BGT_MissingLink_Info
Cc: Adele E.
Subject: Re: Shilshole South Alternative

505 - 001 Thank you for your comments.

505 - 002 Your comment is noted.

505-001

Hello - I use the Shilshole South Alternative route regularly, and I have a strong preference for that route over the other options that are less direct.

505-002

I strongly oppose the Ballard Avenue Alternative, as it would disrupt the Sunday Farmer's Market, which is an important activity to continue into the future in Ballard, since it provides much-needed access to and opportunities for small farms and businesses.

Thank you for the opportunity to comment.
Jorie

Jorie Wackerman
joriew1@comcast.net

Letter No. 506

From: Keith Jerome <kjerome@fredhutch.org>
Sent: Monday, July 18, 2016 4:46 PM
To: BGT_MissingLink_Info
Subject: support for Shilshole South Alternative

506 - 001 Thank you for your comment.

506-001

Just a quick note to register how appalled I am that the missing link has taken this long to be approved. It is a flawed legal system that prevents the trail obstructionists from being held liable for the continued list of injuries directly related to lack of a safe trail.

Having carefully reviewed the options in the EIS, I support the Shilshole South Alternative.

Keith Jerome
10316 Riviera PL NE
Seattle WA 98125

Letter No. 507

From: Kit Galvin <galvinkit@gmail.com>
Sent: Monday, July 25, 2016 9:23 PM
To: BGT_MissingLink_Info
Subject: Shilshole South Option

507-001 | Please select the Shilshoe South options. It really is the only sensible one. I can't imagine any other option as
 507-002 | being realistic.
 507-003 | Ballard Ave is disrupted on Sundays with the market and the many people.
 507-004 | Ballard Ave and Leary aren't really trails, and they have the most potential for bike/car & pedestrians accidents.
 507-005 | Shilshole North uses NW Market - It will just make Market congested adding bicycles to the mix.
 Ballard option is so convoluted few would bother to follow it.
 As a person that has had a head injury from a bike/car accident, I pick my routes very carefully. The more
 separation between bikes and cars the better. That is why I am for the Shilshole South option and it is the only
 one I will use as it is the safest. Otherwise I will skip this part of the trail completely. The other options are
 really a waste of money because they are more dangerous and much less likely to be used.

Kit Galvin

Thank you for considering my input. ù

- 507 - 001 Thank you for your comment.
- 507 - 003 Your comment is noted.
- 507 - 003 Your comment is noted.
- 507 - 004 Your comment is noted.
- 507 - 005 Your comment is noted.

Letter No. 508

From: Les Atlas <atlas@uw.edu>
Sent: Friday, July 22, 2016 10:57 AM
To: BGT_MissingLink_Info
Subject: University of Washington Professor and long-time Seattle resident

508 - 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 — The South Shilshole Alternative.

50 years from now, when our trails are too crowded to support the high density of bike traffic, the Seattle planners will look upon the missing link issue as an example of the City listening to its residents.

Sincerely,

Les Atlas
 3302 NE Blakeley St
 Seattle, WA 98105

508-001

Letter No. 509

From: Liila Woods <liila.woods@gmail.com>
Sent: Wednesday, July 13, 2016 2:07 PM
To: BGT_MissingLink_Info
Subject: South Shilshole alternative

509 - 001 Thank you for your comment.

509-001 | Hi, I live near Ross Park and have two young kids (ages 2 and 5). As a family, we often bike and walk into Ballard and I would love for it to feel safer and easier to do so. Please complete the missing link! From everything that I've seen, the South Shilshole alternative makes the most sense. It's safe and simple and would actually connect the Burke Gilman trail together. Please complete it soon!

Thanks,
Liila Woods

Letter No. 510

From: Lilli Ann Carey <lilli@att.net>
Sent: Wednesday, July 13, 2016 8:48 PM
To: BGT_MissingLink_Info
Subject: The Blue Line Please

510 - 001 Thank you for your comment.

510-001

I have ridden this trail many time and all the other options are far scarier and more likely to produce more accidents.

Please pursue the Blue line option.

It is the only one that really makes sense.

~Lilli Ann Carey

Letter No. 511

From: Linda Hanlon <lshanoln@yahoo.com>
Sent: Friday, July 22, 2016 12:15 PM
To: BGT_MissingLink_Info
Subject: Support the South Shilshole Route Option

Dear Scott Kulby,

I used to live on a very narrow residential access road to a very popular, well established bike trail in Columbus, Ohio. I can tell you that driving a car on that city street, which had parked cars on both sides of the street, while bicycles are nearly always present on the road, did require a greater sense of awareness for auto drivers and bicyclists. In reality, being cautious of bicyclists is no different than watching out for other types of traffic and pedestrians while behind the wheel of any vehicle. MORE CAUTION from all drivers is a great thing to encourage.

511-001

I am a cyclist, and I have bicycled 4,400 miles from Seattle to Washington DC, using rail-trails when available. If I have a choice, I prefer a dedicated bike path/trail/lane, however, I'm also very comfortable bicycling with all levels of motor traffic as well, but I KNOW, that motor vehicle drivers prefer to avoid close proximity to bicyclists. So, completing one of the nation's finest rail-trails is the best thing for motor vehicle drivers of all types.

Crossing industrial access roads, intersections, etc. is something that bicyclists need to learn to ALWAYS do safely, so yes, bicyclists need to increase their level of safe riding. Businesses should not worry so much about bicyclists going by because bicyclists know that they are the most vulnerable users out there (with pedestrians), and that if we want to stay alive, we will use great caution while riding in industrial areas, busy business districts, etc.

511-002

I support the South Shilshole option for the completion of the Burke-Gilman Trail. I ride the trail often because I live on 3rd NW south of 65th. I pick and chose my way through the Missing-Link area pretty often, but I'd prefer to stay the course, and continue along Shilshole. I also support well marked crossings for bikes, pedestrians, and motor vehicle traffic, and I very much encourage signs that support local history, culture and wayfinding to businesses, services and destinations along the way. I'm not a cyclist out there for fitness. I ride for the joy of it, and I usually have a destination in mind, such as a restaurant, riding to work, or to the beach at Golden Gardens.

511-003

There are different reasons for bicycling, and streets and trails need to provide safe service for them each, from fitness to multi-generational family time. Safety and outdoor travel options are one and the same. Motor vehicle drivers are doing the same thing: using their cars for commuting, family outings, to go to the gym, etc. We have the same goals, which is to get where we're going safely, and we should all have safe routes that work well for the lifestyles we want in this city.

511-004

So, please do, by all means, do finish the Burke-Gilman Trail Missing Link using the South Shilshole option.

Thank you.

Linda Hanlon
 5626 3rd Ave NW
 Seattle, WA 98107

511 - 001 Thank you for your comment.

511 - 002 Your comment is noted.

511 - 003 Your comment is noted.

511 - 004 Your comment is noted.

Letter No. 512

From: zielke lindsey <zielke_lindsey@yahoo.com>
Sent: Tuesday, July 19, 2016 11:00 AM
To: BGT_MissingLink_Info
Subject: Shilshole South

Hello,

512-001 | Just wanted to put my two cents into the running for the Shilshole South option for the missing link. As someone who works and rides in Ballard I have taken the ride to golden gardens many times and would love to see the most direct and safest route be put into place to connect the trail. Riding along Shilshole as it is now can be very scary for less experienced riders and that also makes it scary for drivers. Please please please act now to complete the missing link to make a safe trail for all users and abilities!

Thank you,
Lindsey Zielke.

512 - 001 Thank you for your comment.

Letter No. 513

From: Mark Olsoe <markolsoe@comcast.net>
Sent: Wednesday, July 27, 2016 12:52 PM
To: BGT_MissingLink_Info
Subject: South Alternative or Bust!

513 - 001 Thank you for your comment.

513-001 | I'm a roller blader with an ongoing frustration over the missing link. To think that bicyclists and especially roller bladers could happily mix with pedestrian and motor traffic on the other options is laughable. The South Alternative is public property. It is high time that this public property be used for the best public use, rather than private interests.

Ballard born and raised, Mark Olsoe

Letter No. 514

From: Matthew Duvall <mgduvall@gmail.com>
Sent: Sunday, July 10, 2016 3:06 PM
To: BGT_MissingLink_Info
Subject: Shilshole South Route

514 - 001 Thank you for your comment.

514 - 002 Your comment is noted.

514-001
514-002
Hi, I just wanted to share my vote for the Shilshole South Route option for the Burke Gilman trail missing link. This option has many benefits over the other routes including: it is the most direct route, it would have the least impact on traffic as it avoids the most interaction with auto traffic and it is likely the safest option for the same reason, it could be the widest route, and it will increase traffic and visibility in areas that need it due to drug dealing, break-ins, and other crime that is currently prevalent along that route. The argument that this route would be an issue for the businesses that operate adjacent to this route does not hold water as the traffic in and out of the businesses there is significantly less than the traffic that would be encountered on any other route. Hopefully this route is selected and also eliminates the unused railroad tracks that remain in the area.

Best,

Matt Duvall

Letter No. 515

From: Matt Gardner <mattg@allenai.org>
Sent: Wednesday, July 27, 2016 8:46 AM
To: BGT_MissingLink_Info
Subject: Support for the South Shilsole alternative

515 - 001 Thank you for your comment.

To whom it may concern,

I am writing to voice my support for the South Shilsole alternative for completing the Burke-Gilman trail. I live in Ballard, and I use the Burke-Gilman trail to commute to work near Gas Works park almost every day. Out of the alternatives presented for completing the Burke-Gilman trail, I have a strong preference for the South Shilsole alternative, as I think it is the safest and simplest option.

Thank you for your work on completing the trail. Without easy access to the Burke-Gilman trail, I would not feel safe biking to work, and I likely would stop. The trail is an incredibly valuable resource, and completing it is very important.

Sincerely,
Matt Gardner, PhD
Research Scientist, Allen Institute for Artificial Intelligence

515-001

Letter No. 516

From: Melody R. Palmer <melodyrose@gmail.com>
Sent: Wednesday, July 13, 2016 2:55 PM
To: BGT_MissingLink_Info
Subject: South Shilshole Missing Link

516 - 001 Thank you for your comment.

516-001 | Hello,
As a Ballard bike commuter, I support the South Shilshole option.
Thanks!
-Melody Palmer

Letter No. 517

From: Climber Girl <climbergirl1@hotmail.com>
Sent: Monday, August 01, 2016 12:11 PM
To: BGT_MissingLink_Info
Subject: Support of missing link Shilshole south alternative

517 - 001 Thank you for your comment.

Hello,

I am very excited about the completion of the missing link. As a bicycle commuter, I support the Shilshole south alternative. I have already started introducing my daughter (who will be 1 later this month) to the joys of bike riding as a means of getting around the city. It would be wonderful to have the safest alternative possible to get through Ballard since I still bear the scars of a fall that occurred over 10 years ago as a result of crossing the train tracks in this area.

Thank you for your consideration.

Sincerely,
Michelle Gail

517-001

Letter No. 518

From: miles.crawford@gmail.com on behalf of Miles <miles@miles Crawford.com>
Sent: Wednesday, July 27, 2016 11:19 AM
To: BGT_MissingLink_Info
Subject: Shilshole south please

518 - 001 Thank you for your comment.

518-001

It's the obvious option and prevents any disruption of the wonderful ballard farmers market!

Letter No. 519

519 - 001 Thank you for your comment.

From: aka <mimiallin@gmail.com>
Sent: Friday, July 15, 2016 8:29 AM
To: BGT_MissingLink_Info
Subject: the blue line for bikes

519-001

please support & build the blue line!
 we need to finish this trail
 please keep seattle safe
 bikers are not safe on the roads
 moving along with speeding unaware drivers
 if you've ever spent any time on the BG trail
 you know how loved it is & how safe it is
 & how it encourages people to commute by bike
 & how it offers a safe place for so many to run & walk
 a true inter-neighborhood connector
 that keeps non vehicle traffic away from speeding car traffic
 i'm a long time bicyclist a regular commuter
 i've been a bike commuter in Boston & Seattle & NYC
 NYC had the Hudson Parkway which provided a safe place for 6 miles
 then i hit Chambers Street then the Brooklyn Bridge
 Boston had the path along the Charles River
 & Seattle has this very wonderful long wide path for multiple users
 & it's used & loved & necessary & let's expand it & complete it
 i've been doored more than once in Seattle in NYC in Boston
 i see myself as a safe but smart rider (aggressively protecting myself)
 i've found that bike riders are always the most aware people on the road
 because they know how vulnerable they are & they know
 anything can happen (the guy with the left blinker may be turning left for instance)
 i've also been hit by cars when i had the right of way
 & have totally wrecked by hitting a pot hole right here in seattle
 that kept me off the roads for a whole year
 i was headed to Ballard where i was living
 it wouldn't have happened if the blue line were available
 thanks for listening & for keeping your constituents safe
 mimi

Letter No. 520

From: Nancy Helm <nancy.helm@outlook.com>
Sent: Wednesday, July 13, 2016 8:39 AM
To: BGT_MissingLink_Info
Subject: Shilshole South

520 - 001 Thank you for your comment.

520 - 002 Your comment is noted. The unimproved section of NW 54th Ave is not included as part of the Preferred Alternative.

520-001 | I am an everyday cyclist and an instructor for Cascade Bicycle Club. I am not young and strong. I am a 58 year old woman. Like all cyclists I need safe routes that I can use for recreation and transportation.

520-001 | I urge SDOT to chose the Shilshole South alignment for the missing link of the Burke Gilman Trail. We need a simple and safe connection through Ballard. The other proposed alignments are too confusing and would not be safe unless large amounts of parking were eliminated on Leary, Market, or Ballard Avenue. The Shilshole South alternative is the best choice for cyclists and pedestrians and can be designed for limited disruption to parking and freight mobility.

520-002 | Cyclists need to have a SAFE crossing of the railroad tracks under the Ballard Bridge (SDOT could improve that crossing NOW). And, please complete and pave the trail alignment along 54th between Shilshole Ave and the Ballard Locks.

520-002 | Thank you for your work.
 Nancy Helm
 Seattle

nancy.helm@outlook.com is now my primary email account. Please note it in your contacts list.

Letter No. 521

From: Neal <happycamper1979@yahoo.com >
Sent: Monday, July 04, 2016 8:16 PM
To: BGT_MissingLink_Info
Subject: vote for Missing Link

521 - 001 Thank you for your comment.

521-001 | I, Neal Zeavy, vote for the South Shilshole Ave, route for the Missing Link.
Thank you,
Neal

Letter No. 522

From: nicolas leduc <nic505@gmail.com >
Sent: Saturday, July 30, 2016 3:12 PM
To: BGT_MissingLink_Info
Subject: Shilshole south alternative

522 - 001 Thank you for your comment.

522-001
Ride this way often and this route makes the most sense.
Thank you
Sent from my iPhone

Letter No. 523

From: Pat Gilbrough <pat@ballardhealthclub.com>
Sent: Wednesday, July 13, 2016 5:57 PM
To: BGT_MissingLink_Info
Subject: SAVE the Ballard Farmers Market

I've been a resident of Ballard for over 25 years. The Farmer's Sunday Market has been an important part of Ballard's culture for many years now. It's a wonderful part of Seattle / Ballard life. I'm also a biker and love to ride all over the city.

It was be a terrible shame to have our City Government once again stomp on Ballard. Loosing this part of Ballard's culture would be very sad.

Please do not consider closing a very important asset of the Ballard Community and put the bike lane somewhere else.

Pat Gilbrough

Owner, General Manager
Ballard Heath Club
2208 NW Market Street
Seattle WA, 98107
www.ballardhealthclub.com
206-706-4882

523 - 001 Thank you for your comment.

Letter No. 524

From: Conn, RJ <rij.conn@seattlechildrens.org>
Sent: Thursday, July 28, 2016 11:42 AM
To: BGT_MissingLink_Info
Subject: Shilshole South preferred alternative

524 - 001 Thank you for your comment.

524 - 002 Your comment is noted.

524-001
 524-002
 Clearly, the Shilshole South alternative would be best, particularly from a trail-users perspective. Aside from questioning the validity of industrial/commercial requirements for corridor crossings to the extent claimed, this route minimizes the conflict points while maximizing the thru-way capability of the trail. Also seems to require the least reconstruction expense and disruption, and leaves the most potential for future development, either of the corridor itself, or desirable features on adjacent properties (e.g., housing, parks, markets, cafes, industrial public-contact interface zones/p-o-s counters, etc).

And this segment is so long overdue. Just get on with it, already.

- RJ Conn -
 Transportation Coordinator
 Seattle Children's
 Department of Transportation & Sustainability
 Roosevelt Commons, 4th Floor
 206-987-5900 OCCASIONAL DESK
 206-987-5500 TRANSPORT OFFICE
rij.conn@seattlechildrens.org

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Letter No. 525

From: Robbie Phillips <robbiekphillips@gmail.com >
Sent: Friday, July 15, 2016 1:31 PM
To: BGT_MissingLink_Info
Subject: Shilshole south option, please!

525 - 001 Thank you for your comment.

525-001 | Please build the Shishole south option to fix the missing link! Best option by far! And anything else will likely not get used like you are hoping because people follow the desire line.

Robbie Phillips

Letter No. 526

From: Robert Drucker <robert@redcottagestudios.com>
Sent: Wednesday, July 13, 2016 6:12 PM
To: BGT_MissingLink_Info
Subject: Shilshole South

526 - 001 Thank you for your comment.

526-001

Shilshole South, the Blue Route on the EIS maps, is the only viable and safe alternative to complete the Missing Link.

Robert Drucker

Red Cottage Studios

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Letter No. 527

From: Sheri K. Mar, MS, CN <sheri@eatwellbefit.com>
Sent: Tuesday, July 12, 2016 3:42 PM
To: BGT_MissingLink_Info
Subject: Shilshole South Alternative preference

527 - 001 Thank you for your comment.

527-001 Hello,
 I would like to put in my vote for the "blue" route Shilshole South alternative. It has the least amount of traffic with cars. I realize the businesses may object but I feel this currently works well for the businesses on the trail west/south side of canal that follows through Fremont to Magnolia without problems. Thank you for taking my feedback

Sheri K. Mar, MS, CN (Certified Nutritionist)
 ACE-certified Personal Trainer, Medical Exercise Specialist & Health Coach
 P.O. Box 17466, Seattle, WA 98127-1166
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Locations in Ballard & Queen Anne

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Letter No. 528

From: Steve Shuman <sunsetgreen@gmail.com>
Sent: Sunday, July 31, 2016 11:55 PM
To: BGT_MissingLink_Info
Subject: shilshole south

528 - 001 Thank you for your comment.

Hi,

Thank you for taking public input.

528-001

I favor the Shilshole South route. Not only is it the most direct route, but it also most avoids car and truck traffic.

It will be great when the Burke-Gilman truly ends at Golden Gardens, rather than Fred Meyers!

Sincerely,
Steve Shuman

Letter No. 529

From: WestWoodland Neighbors <westwoodlandneighbors@gmail.com>
Sent: Saturday, July 23, 2016 5:59 PM
To: BGT_MissingLink_Info; WestWoodland Neighbors
Subject: Support for completion of "Missing Link"

July 23, 2016

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

RE: Burke-Gilman Trail "Missing Link"

Dear Mr. Scott Kubly:

529-001 | I am pleased to write in support of the completion of the Burke-Gilman Trail in Ballard, also referred to as the "Missing Link". The West Woodland Neighborhood Association supports the Shilshole South route option. The West Woodland Neighborhood is located on the eastside of Ballard, and the Burke-Gilman Trail runs along our southern neighborhood boundary.

529-002 | The Burke-Gilman Trail is a regional treasure. It is a major transportation, recreation and nature corridor and the most heavily-used trail in Washington state. However, because the trail is not complete, residents of Ballard and visitors to our neighborhood are unable to safely use the trail, leading to conflicts with motorists and injuries to cyclist.

529-003 | Ballard residents are looking forward to NW Seattle's active transportation future. A future light rail station, high-density residential living, and expansions of the bicycle and pedestrian networks continue to transform our neighborhood and encourage walking and bicycling. Completing the trail complements these efforts by creating a world-class transportation, recreation and nature corridor in the heart of Ballard.

I am pleased to support the Shilshole South route option, and would strongly urge the Seattle Department of Transportation to complete the Burke-Gilman Trail immediately.

Sincerely,

Sue Pierce
 Chairperson
 West Woodland Neighborhood Association

Connect with YOUR Neighbors Online!

Business & Neighborhood Updates:
 Facebook: <https://www.facebook.com/@westwoodlandBallard/>
 Website: <https://www.westwoodland.wordpress.com/>
 Twitter: @NW_Ballard

History of the Neighborhood:
 Facebook: <https://www.facebook.com/info@westwoodland>
 Website: <http://info@westwoodland.wordpress.com/>

Neighborhood Communication Board:
 Facebook: <https://www.facebook.com/groups/westwoodlandneighbors/>

West Woodland Neighborhood Map:
<http://desk.ci.seattlewa.gov/public/comments/detail/11705.htm>

- 529 - 001 Thank you for your comment.
- 529 - 002 Your comment is noted.
- 529 - 003 Your comment is noted.

Letter No. 530

From: Sue Dahl <suedahl52@gmail.com >
Sent: Tuesday, July 12, 2016 2:13 PM
To: BGT_MissingLink_Info
Subject: Shilshol South Alternative

530 - 001 Thank you for your comment.

Please build the Shilshol South Alternative link and be done with it. The amount of resources that have been wasted must be enormous.

As I am unable to attend the open house, my "vote" is for the SHILSHOL SOUTH option. I cannot afford another mishap due to impatient, thoughtless, rude drivers, poor road surfaces/conditions and ineffective committees.

Regards,

Susan Dahl MS, MSN, CRNFA, MEP-C
Nurse Assist Surgical Assisting Services
206-387-8045

530-001

Letter No. 531

From: Tim O'Connor <oconnor.tso@gmail.com>
Sent: Friday, July 15, 2016 9:45 PM
To: BGT_MissingLink_Info
Subject: Shilshole South is my preferred route

531 - 001 Thank you for your comment.

531-001

This is where bikers will be biking anyways so it seems to make sense. I understand that this will make it hard for some businesses in there and I hope we can design some ways so that trucks can still pull in and out safely.

-
Tim O'Connor
206 660 7922
oconnor.tso@gmail.com

Letter No. 532

From: Tom Miller <tomiller@adobe.com>
Sent: Thursday, July 28, 2016 2:29 PM
To: BGT_MissingLink_Info
Subject: Yes!

532 - 001 Thank you for your comment.

Please complete the Burke-Gilman trail along the 'Shilshole South Alternative'! This would be the safest route for pedestrians and bicyclists while having the least adverse impact on motorists.

I bike almost daily between Fremont and Ballard and this is a long overdue safety improvement!

Thanks,
Tom Miller

Letter No. 533

From: UCA - Troy Glennon <troy.g@un-cruise.com>
Sent: Monday, July 11, 2016 5:45 PM
To: BGT_MissingLink_Info
Subject: Shilshole South Alternative

533 - 001 Thank you for your comment.

533-001 | I support the, Shilshole South Alternative. Most direct = most safe. The time is now.
Sent from my iPhone

Letter No. 534

From: Tyler Akidau <t.a.akidau@gmail.com>
Sent: Wednesday, July 27, 2016 9:26 AM
To: BGT_MissingLink_Info
Subject: Support!

534 - 001 Thank you for your comment.

534-001

Just wanted to add my voice to the folks supporting completing the missing link in Ballard. Bike trails like this are super valuable to Seattle in general, and my family in particular uses this currently uncompleted portion of the trail regularly.

-Tyler

Letter No. 535 – Comment 535-001

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!

Letter No. 535 – Comment 535-001

In addition to the hundreds of original comments SDOT received on the Draft EIS, SDOT received 357 form letter emails, submitted by individuals through the Cascade Bicycle Club. While some commentors modified the form letter to express their desire for one alternative or another, they are all similar in their content. As a result, SDOT is not publishing each letter as part of the Final EIS. Please see the following letter for an example, along with a list of everyone who submitted a copy of the letter.

SDOT thanks everyone for their comments. As noted in Section 1.2 of the FEIS, the project objective is to create a safe, direct, and defined multi-use trail for persons of all abilities for a variety of transportation and recreational activities, to improve predictability for motorized and non-motorized users along the project alignment, and to maintain truck and freight facilities and access. SDOT decided upon the Preferred Alternative because it best meets the project objective of the alternatives evaluated in the Draft EIS.

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Sean Airhart	sean@airharts.com	3026 NW 72nd
Donna Sakson	donna@sakson.org	1154 Federal Ave E

Name/Email	Address	Additional Comment:
Rhiannon Jones rhiannon.lynn@gmail.com	2612 25th Avenue E Seattle, WA 98112	I prefer the south shilshole option.
Cameron Stokes cameron@cameronstokes.com	2220A NW 63rd St Seattle, WA 98107	The Shilshole South option is the only sensible option.
Michael Horowitz Info@djangobooks.com	3250 NW 59th St Seattle, WA 98107	Please support the construction of the South Shilshole Alternative for the Missing Link
Steven Lockhart steven9lockhart@gmail.com	Seattle, WA 98103	The "Shilshole South" alternative is the only viable option for fixing the hole in the trail. The other options are ridiculous. Don't appease the NIMBYS.
Paul Wirsing Pwirsing@acm.org	9015 37th Ave S. Seattle, WA 98118	I feel the plan for the Shilshoe North option would be best for most. It would support the many retail opportunities that trail users might choose while still providing a nearly logical path to or from the beach.
Barb Chamberlain barbchamberlain@hotmail.com	10222 2nd Ave S Seattle, WA 98168	While I live just outside Seattle city limits for now, I'm in an area that will be voting for annexation and I work and shop in the city of Seattle.

Steve Ryan Sryan004@twcny.rr.com	512 N 81st St Seattle, WA 98103	As a runner I look for safe routes to use and the Burke Gilman trail is close to ideal, except for the "missing link" section. The South Shilshole alternative seems like the best compromise.
Demian Godon dgodon@juno.com	2311 28th Ave W Seattle, WA 98199	I support the Shilshole south option!
Jonathan Mosser Jmosser@gmail.com	WA 98107	That route must be the blue "Shilshole south" route - which both provides the most logical connection between existing trail segments and the least disruptive route for bikers, markets, drivers, and businesses.
Joe Koenen joekoenen@gmail.com	206 11th Ave E, Apt 8 Seattle, WA 98102	I support the Shilshole route for completing the BGT missing link.
Murray Sampson murray.sampson@gmail.com	5007 2nd Ave NW Seattle, WA 98107	I live on Phinney Ridge and do almost all my transportation by bike.
John Klepack jklepack@gmail.com	7065 7th Ave NW Seattle, WA 98117	Let's build the South Shilshole Alternative! It's unacceptable to allow any more injuries and for such a user-hostile missing link to exist.
Dylan High dylanhigh@gmail.com	1320 Boren Ave, Apt 206 Seattle, WA 98101	, I support a route that is safe, simple and direct — the South Shilshole Alternative —
Scott Tobiason satobiason@gmail.com	7342 13th Ave NW Seattle, WA 98117	I use the Burke Gilman bike trail and missing link corridor regularly, not only for recreation but mostly for commuting to work. I've lived in the Ballard area for 25 years and have been waiting patiently for the missing link! Providing safe alignment with respect to the railroad tracks is a must: I've had a bad crash due to wet rails one year ago and observed many others crashing over the years. So glad those bollards have been removed in the Fremont section!
Rob McGarty rob@bushwick.com	123 NW 51 Street SEATTLE, WA 98107	Any option would be a vast improvement over the dangerous configuration we have today, but the Shilshole South Blue Line option seems the best for both cyclists and automobile traffic.
Christopher Kelley cskelley@gmail.com	19409 89th Pl W Edmonds, WA 98026	Though the DEIS evaluates several options, I support the South Shilshole Alternative
David Burch david@starpark.com	3050 nw 63rd st Seattle, WA 98107	I vote for shilshole south route.
Kelli Refer Kelli.refer@gmail.com	934 20th Ave C Seattle, WA 98122	It is essential that the City of Seattle do the right thing and safely connect the Burke-Gilman Trail. As a person who crashed on the trail my second day living in Seattle, I know what it feels like to fall on the tracks.
Kevin Steffa kevinsteffa@gmail.com	4715 38th AVE NE Seattle, WA 98105	Specifically the Shilshole south option allows for the best trail experience, while minimizing conflicts with pedestrians and motorists.
Victoria Kovacs torykovacs@gmail.com	WA 98107	the South Shilshole Alternative which is the one most users from the existing Burke-Gilman Trail use to access the Ballard Locks
Melissa Lerch mlerch@gmail.com	6714 21st ave nw seattle, WA 98117	The South Shilshole route has the fewest street crossings, is most direct, and makes good sense for our community.
Eitan Levi eitan@skrud.ca	1530 NW 52nd St Apt 203 Seattle, WA 98107	Though the DEIS evaluates several options, I'm in support of the option to complete the path along Shilshole. This option does not interfere with the Ballard Farmer's Market, and won't require major work on Leary on Market St. There is also precedent: the South Ship Canal Trail successfully integrates safe bikeways with industrial access. I believe this is the same path we should take for the Burke Gilman Trail.
Robert Velez robvelez@gmail.com	340 W Sunset Way Issaquah, WA 98027	I'm in support for the South Shilshole alternative above all other choices.
Garland McQuinn garlandmcq@gmail.com	1120 Spring St. 1204 Seattle, WA 98104	Specifically, I support the Shilshole South Alternative because it is the most direct route with the fewest street crossings. I hope you will also support this route.

Avery Sauer avery.sauer@gmail.com	1432 NW 61st St Apt 402 Seattle, WA 98107	Please take action to help solve our transit issues. The city continues to grow, and Ballard continues to increase in density. We need to stay ahead of the transit issues and deal with them now. We might not love the changes going on, but we have to deal with them responsibly, rather than continuing to ignore the issues
Donald King Cushman seniorcush@mac.com	6209 54th Ave NE Seattle, WA 98115	The south Shilshole route is the best and safest. Please build it before my 11 year old grandson grows up and has to wait for his children to finally see any action.
Bernadette Howell Howell_family@hotmail.com	8730 126th Ave. NE Kirkland, WA 98033	Ballard is a great place to bike but a bit dangerous where there is no trail. I rode my bike from Shilshole Bay marina to CSR and enjoyed the section with the trail. The part without a trail was rough road and some busy traffic. Please finish the trail for the safety & enjoyment of all who live, work, & visit the city of Ballard via bikes & walking.
Judy Moise mosea@comcast.net	Seattle, WA 98103	Though the DEIS evaluates several options, I support a route that is safe, simple and direct: the South Shilshole alternative. Don't wait any longer!
Sigrid Asmus essay@nwlink.com	4009 24 Ave W Seattle, WA 98199	To do so, I support the South Shilshole Alternative.
Wendy Wheeler Wendywheelersea@icloud.com	7500 26 ave nw Seattle, WA 98117	I SUPPORT the Southern Option. Although I would welcome any improvement, I also think the Southern option would be in more peace cyclists and cars are making unsafe choices now because safer options are not clear (esp. to non-resident users who don't know of safer local streets).
Adelaide McClintock Adelaidehearst@gmail.com	WA 98107	South Shilshole Alternative all the way!
Louise Johnson aquaria@comcast.net	2186 Shy Bear Way NE #212 Issaquah, WA 98011	I support the South Shilshole Alternative, an option which offers the best sightlines for people driving and least intersections
Edward Dwyer-O'Connor capeo@uw.edu	7539 Jones Ave NW Seattle, WA 98117	I support a route that is safe, simple and direct —South Shilshole route
Brett McClintock btmccclintock@gmail.com	3230 NW 64th St Seattle, WA 98107	I ride the dangerous (and unnerving) missing link between Ballard and Fremont 2-3 times per week, and my preferred route by far is the South Shilshole Alternative.
Douglas Polk djpolk@mac.com	1629 Harvard Ave. #401 Seattle, WA 98122	There is no conceivable reason it should be taking this long. Businesses that have blocked this improvement of the commons for us all should be held liable for the damage and injury they've caused to their fellow citizens.
Craig Everhart craig@fundvec.org	5109 153rd Place SW Unit B Edmonds, WA 98026	If this project stalls again, we'll be asking our children to wait yet again, and ensuring more preventable injuries for our neighbors, like the one that a customer of ours sustained last week. I learned of his accident after he came into our bicycle shop in Alderwood Mall in Lynnwood because he was looking for a new helmet. He told me that he had crashed hard on uneven pavement while on a 'pleasure' ride in the Missing Link section of the B-G Trail in Ballard. He was 'lucky', though, because when he hit his head hard on the cement, the helmet, though it had split open, saved his life.
richard wieland rwieland@acm.org	6032 39th ave NE Seattle, WA 98115	I vote for the Shilshole South Alternative
Elaine Bradtke eb@randomnotes.org	3607 Nw 60th St Seattle, WA 98107	A safe route will cut down on the number of accidents and injuries that happen on a regular basis (speaking from personal experience, I'm still rehabilitating a wrecked knee).
Dean H. Saxe dean@thesax.es	7730 17th Ave NW Seattle, WA 98117	As a bike commuter in Ballard I cross the Missing Link twice a day, 4 to 5 days a week. In the past 6.5 years commuting I have witnessed many bloody crashes along this dangerous stretch of road. I too have been a victim of the missing link, breaking my

Ada Otter Ada.j.otter@gmail.com	1215 N 46th St Seattle, WA 98103	elbow in 2010 and being hit by another bike in 2016. I lived in Ballard, at the very westward end of the missing link, for nine years and bike commuted along the missing link at least a few times a week. It always felt so unsafe, especially the intersections/road and rail crossings. We just moved to Wallingford and had a baby... Really hope a good missing link route (like south shilshole) will get built soon so we can safely get back to Ballard to visit!
Fallon Boyle boylefallon@gmail.com	6209 1/2 15th Ave NW Seattle, WA 98107	Though the DEIS evaluates several options, I support the South Shilshole route
Ted Brown tedshred@mindspring.com	312 NE 53rd St Seattle, WA 98105	I rode from my house in Wallingford to Ballard on Sunday, June 12th 2016. On my return trip I saw medics responding to a cyclist who had been hit by a car at the intersection of Shilshole Ave NW and NW 46th St. While, not serious the cyclist still was transported to the hospital, and it could have easily been more serious or fatal.
Juliane Gust julegust@gmail.com	11059 Alton Ave NE Seattle, WA 98125	I ride the trail often with my children, and the stretch through Ballard continues to be uncomfortable and terrifying.
Lu Zeng preludeinz@gmail.com	1633 Bellevue ave #302 Seattle, WA 98122	It would also give me motivation to run beyond Fred Meyer, since it's so tempting to stop there (toilets, water, trail ends..).
Alison Cantor alison.cantor@gmail.com	1515 Sunset Ave SW Seattle, WA 98116	I would love for the trail to be connected with the Shilshole South alternative.
Sam Young samuel.j.young@gmail.com	2830 NW 59th St Seattle, WA 98107	Please go for the South Shilshole alternative.
Linda Peterson Lindap06@comcast.net	6541 2nd Ave NW Seattle, WA 98117	I Strongly prefer the South Shilshole route.
Linda Scoccia linda1353@comcast.net	2524 25th Ave. E. Seattle, WA 98112	Though the DEIS evaluates several options, I support a route that is safe, simple and direct — the South Shilshole alternative, which fits in with the existing Burke-Gilman Trail that is loved and used by so many locals and visitors.
Joe Olson joeyoyo@gmail.com	7021 6th Ave NW Seattle, WA 98117	Please support the construction of the Missing Link (Shilshole South Alternative)
Erik Olson erik@thekrib.com	306 NW 82nd Street Seattle, WA 98117	THE SOUTH SHILSHOLE ALTERNATIVE.
Scott Bonjukian scott.bonjukian@hotmail.com	328 Bellevue Ave E #2 Seattle, WA 98102	Therefore, we must build the Shilshole South Alternative.
Adam Sherman ajsherman@gmail.com	2043A NW 64th St Seattle, WA 98107	In particular I support the South Shilshole Alternative and oppose the Ballard Ave Alternative.
David McKay deyvidmckay@gmail.com	1501 17th Ave 1110 Seattle, WA 98122	I prefer the South Shilshole Alternative.
Brian Bothomley bbothomley@msn.com	2807 NW 62nd Street Seattle, WA 98107	I support the South Shilshole Alternative. This is the route that was the original recommended route more than 20 years ago and is still the proffered route by the majority of citizens in Ballard!
Gordon Morrow Gordon.k.morrow@icloud.com	2533 NE 94th St Seattle, WA 98115	The missing link truly is vital to safe cycling thru lower Ballard. Every cyclist takes great risks riding through that area - it's just a matter of time before someone is hit and killed by traffic. Please do what ever it takes to push through this safety improvement. Yes, there are a few people who oppose it and they are unfortunately the loud, shrill, vocal minority.
Jesse Bloom jesse.bloom@gmail.com	5600 KIRKWOOD PL N, 102 SEATTLE, WA 98103	Specifically, I support the South Shilshole option.
Tom Foster tomfoster02@gmail.com	7502 23rd Ave NW Seattle, WA 98117	I support building the South Shilshole Alternative.

Letter No. 536

From: Will Pierce <wpiercet@gmail.com>
Sent: Tuesday, August 02, 2016 9:25 AM
To: BGT_MissingLink_Info
Subject: It's Time to Complete The Missing Link

536 - 001 Thank you for your comment.

536-001 | The south trail looks best.

Will Pierce
342 NE 54th st
Seattle, WA 98105

Letter No. 537

537 - 001 Thank you for your comment.

From: Connie Kelleher <Conniekelleher@hotmail.com>
Sent: Monday, August 01, 2016 4:13 PM
To: BGT_MissingLink_Info
Subject: It's Time to Complete The Missing Link

Dear Mr. Kubly and Mr. Mazzola,

I am writing to express my support for the safest and most direct route to complete the Missing Link of the Burke-Gilman trail: the South Shilshole alternative. My family and I live in Ballard and are directly affected by the city's failure to complete the Missing Link in a safe and timely manner. We currently do not feel that this section is safe to ride with our kids (I do not feel that it is safe for adults either). The South Shilshole alternative will connect the Ballard community with the rest of the trail in a way that is safest and easiest to navigate.

The other alternatives are far more complicated, require a much less direct route, and far more intersections. Please support the construction of the South Shilshole Alternative to connect our communities and make the trail safer for all!

Sincerely,

Connie Kelleher
3250 NW 59th St
Seattle, WA 98107

537-001

Letter No. 538

From: james baker <cascade@hindenburg.org>
Sent: Monday, August 01, 2016 4:03 PM
To: BGT_MissingLink_Info
Subject: It's Time to Complete The Missing Link

538 - 001 Thank you for your comment.

538 - 002 Your comment is noted.

Dear Mr. Kubly and Mr. Mazzola,

538-001 | I am writing to express my support for a safe, simple, connected and direct solution to the Missing Link. The South Shilshole route is the only one that makes sense.

538-002 | I bike thousands of miles each year, but I've only biked through Ballard once, and it was very difficult to keep pace with angry drivers on NW Market St. I also bike with my kids on the back of my bike, but never through Ballard past Fred Meyer, because it's just too risky.

Please, please, please choose the simple, straight, obvious route on Shilshole.

james baker

Seattle, WA 98107

Letter No. 540

From: Julie Alaimo <alaimojulie@gmail.com>
Sent: Wednesday, July 27, 2016 12:03 PM
To: BGT_MissingLink_Info
Subject: It's Time to Complete The Missing Link

540 - 001 Thank you for your comments.

540 - 002 Your comment is noted.

Dear Mr. Kubly and Mr. Mazzola,

540-001 | I am writing in favor of the South Shilshole Alternative for the "missing link" to the Burke-Gilman trail. It will be much easier to try to commute, do errands and enjoy the area by bike if it is available. This project has been debated for two decades since I've been in Seattle, and now is the time to complete the Burke-Gilman Trail. Trying to go west of 8th NW (near Fred Meyer) is very dangerous, given that there aren't bike lanes and the sidewalks aren't in good shape either or connected to try to bike on to Ballard.

540-002 | 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.

Sincerely,

Julie Alaimo
8515 13th Ave. NW
Seattle, WA 98117

Letter No. 541

From: David Parsons <dualrudder@gmail.com>
Sent: Wednesday, July 27, 2016 9:13 AM
To: BGT_MissingLink_Info
Subject: It's Time to Complete The Missing Link

541 - 001 Thank you for your comments.

541 - 002 Your comment is noted.

Dear Mr. Kubly and Mr. Mazzola,

I have lived in Seattle and ridden my bike on the Burke Gilman since 1982. I've watched the trail slowly expand and grow in volume over the years. I now commute year round, almost daily to work on the trail between Laurelhurst and Fremont.

541-001

The "missing link" was once Kenmore to Woodinville. That was completed decades ago. People can now safely ride from 8th Ave NW in Ballard all the way to Redmond and soon to Issaquah on protected trail.

We need to finish this last hold out "missing link". Letting a few businesses and special interests endanger the lives of everybody riding a bike is not acceptable.

541-002

I strongly prefer the "Shilshole South" alternative. It is the safest route that finally, FINALLY connects the trail and provides a protected bike path for recreation and commuting.

Thanks,
Dave Parsons

David Parsons
3848 43rd Ave NE
Seattle, WA 98105

Letter No. 542

542 - 001 Thank you for your comment.

From: Matthew Peters <ski.photomatt@gmail.com>
Sent: Tuesday, July 26, 2016 4:35 PM
To: BGT_MissingLink_Info
Subject: It's Time to Complete The Missing Link

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.

I live in Ballard with my family and we are avid bikers. Both my wife and I bike commute to work all year and we ride with our two-year son in a bike trailer to local parks and neighborhoods. Every day, twice a day, I ride along the "missing link". Other than the Ballard Bridge (another area in desperate need of improved bike infrastructure) it is the scariest and most dangerous part of my commute.

I fully support the "Shilshole South Alternative" as the safest and most efficient option for bikers, walkers and drivers.

Sincerely,

Matthew Peters
Ballard, Seattle, WA

Matthew Peters

WA 98117

542-001

Letter No. 543

From: Scott Miles <smiles@sent.com>
Sent: Tuesday, July 26, 2016 8:17 AM
To: BGT_MissingLink_Info
Subject: It's Time to Complete The Missing Link

543 - 001 Thank you for your comment.

Dear Mr. Kubly and Mr. Mazzola,

543-001

I support the Shilshole route, which is a route that is safe, simple and direct.

Sincerely,

Scott Miles

Scott Miles
620 N 34th St
Apt 622
Seattle, WA 98103

Letter No. 544

544 - 001 Thank you for your comment.

From: Robert Elleman <elleman@outlook.com>
Sent: Monday, July 25, 2016 9:49 PM
To: BGT_MissingLink_Info
Subject: It's Time to Complete The Missing Link

Dear Mr. Kubly and Mr. Mazzola,

I am writing to encourage you to complete the Missing Link to provide a safe and simple route from Gas Works to Shilshole.

A completed Burke Gilman trail will benefit the entire community, including the businesses in Ballard. I access Frelard, Ballard, and the area around the locks by bike, on foot, by bus, and by car. All modes of my traveling around Ballard will be safer with a multi-use trail separated from the rest of the streets.

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.

The whole city and I have waited at least my entire tenure in Seattle -- 16 years -- to complete the Missing Link. I have had too, too many friends and acquaintances get in bike accidents across the infamous dangerous railroad tracks and in other places near the Missing Link. I spend less time in that area because of the dangerous road conditions and look forward to not having to avoid a nice part of town just because it is unsafe and unpleasant.

Please build the South Shilshole Alternative. After waiting so long and having so many friends get injured while we wait for progress, it would be a big shame if we built a trail that wasn't the safest and most pleasant. I'll be pretty pissed if you don't build this alternative.

Please, please, please finally build the Missing Link, and do it right with the South Shilshole Alternative.

Sincerely,
 Robert Elleman
 6247 32nd Avenue NE
 Seattle, WA 98115

Robert Elleman
 6247 32nd Avenue NE
 Seattle, WA 98115

544-001

Letter No. 545

From: Connie Combs <connielizabeth@gmail.com>
Sent: Monday, July 25, 2016 12:01 PM
To: BGT_MissingLink_Info
Subject: It's Time to Complete The Missing Link

- 545 - 001 Thank you for your comment.
- 545 - 002 Your comment is noted.
- 545 - 003 Your comment is noted.

Dear Mr. Kubly and Mr. Mazzola,

545-001 | As someone who regularly rides this route to from Fremont to visit family in Ballard,. I have a young nephew who I would love to transport in a bike trailer, and I don't currently feel safe taking him on the missing link section of the trail, which would be the main way to travel with him outside of Ballard.
 I am writing to express my support for a safe, simple, connected and direct solution to the Missing Link

545-002 | 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. The Ballard market held on Sundays would completely debilitate the trail for cyclists on Sundays, and pushing it up onto Market st would potentially put cyclists in conflict with buses.

545-003 | 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.

Connie Combs
 2731 Nob Hill Ave N
 Apt A
 Seattle, WA 98109

Letter No. 546

From: Paul Sorrick <psorrick@comcast.net>
Sent: Monday, July 25, 2016 11:10 AM
To: BGT_MissingLink_Info
Subject: It's Time to Complete The Missing Link

546 - 001 Thank you for your comment.

Dear Mr. Kubly and Mr. Mazzola,

546-001 | Please choose the Shilshole South alternative and begin building now. The entire project is an embarrassment that it has taken so long. Please show your leadership by getting it completed as soon as possible.

Sincerely,

Paul Sorrick
2128 NW 98th St
Seattle, WA 98117

Letter No. 547

From: Rob Snyder <rls3213@msn.com>
Sent: Friday, July 22, 2016 9:37 PM
To: BGT_MissingLink_Info
Subject: It's Time to Complete The Missing Link

547 - 001 Thank you for your comment.

547 - 002 Your comment is noted.

Dear Mr. Kubly and Mr. Mazzola,

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.

I am writing to express my support for a safe route that connects Fremont, Ballard and Golden Gardens. 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.

I sympathize with the industrial users along the waterway (Salmon Bay Gravel, etc) so a separate path makes the most sense. As an avid cyclist I do prefer to NOT ride on multi use paths so I also want to see an alternate route. I suggest a shared roadway following 8th Ave NW to NW 57th St & 58th St. and make those 2 streets one way between 8th & 32nd.

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

Sincerely,
 Rob Snyder

Rob Snyder
 4809 NE 71st St
 Seattle, WA 98115

547-001

547-002

Letter No. 548

From: Rob Zisette <rzisette@herrerainc.com>
Sent: Friday, July 22, 2016 2:21 PM
To: BGT_MissingLink_Info
Subject: It's Time to Complete The Missing Link

548 - 001 Thank you for your comment.

Dear Mr. Kubly and Mr. Mazzola,

I am writing to express my support for the South Shilshole Alternative the Burke Gilman Trail Missing Link because it is a safe, simple, connected, and direct solution to a very old and important problem.

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

Sincerely,

Rob Zisette
3519 Burke Ave North
Seattle, WA 98103

Letter No. 549

From: David Caldwell <Dave.caldwell111@gmail.com>
Sent: Friday, July 22, 2016 10:49 AM
To: BGT_MissingLink_Info
Subject: It's Time to Complete The Missing Link

549 - 001 Thank you for your comment.

Dear Mr. Kubly and Mr. Mazzola,

I'd like to see the south Shilsole alternative implemented. Let's quit fooling around and get this done.
Thanks
David Caldwell

549-001

David Caldwell
5615 24th Ave NW
Ballard, WA 98107

Letter No. 550

From: Martin Pagel <mjpagel@gmail.com>
Sent: Friday, July 22, 2016 9:44 AM
To: BGT_MissingLink_Info
Subject: It's Time to Complete The Missing Link

550 - 001 Thank you for your comment.

Dear Mr. Kubly and Mr. Mazzola,

550-001

We need a safe, simple, connected and direct solution to the Missing Link. I understand the business concerns, but we need to share the roadways. I don't think bicycles should have to use or even cross Market St, but should stay on Shilshole.

Best,

Martin Pagel
4540 45th Ave NE
Seattle, WA 98105

Letter No. 551

From: Bridget Hughes <bridget@miewllc.com>
Sent: Friday, July 22, 2016 9:30 AM
To: BGT_MissingLink_Info
Subject: It's Time to Complete The Missing Link

- 551 - 001 Thank you for your comment.
- 551 - 002 Your comment is noted.
- 551 - 003 Your comments are noted.

Dear Mr. Kubly and Mr. Mazzola,

551-001 I both ride and drive along Shilshole. When cycling, I feel bad being in the way of the industrial traffic - those drivers have enough to think about with cars around them, let alone someone on a bike. As a driver, it is quite challenging to give cyclists the safe space they need to ride without driving dangerously close to the yellow lines, or beyond.

551-002 I'm sure you've noticed the increase in cyclists over the past handful of years - at the very least, we're taking a car off the road, out of traffic. Isn't that something to encourage?

551-003 I'm not particularly attached to any specific route to complete the BG. I just want to have the luxury as a driver and as a cyclist to have a safe route to move through Ballard.

-- standard form letter follows --

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,
 Bridget Hughes
 MIEW Asian Pantry

Bridget Hughes
 5309 22nd Ave NW
 Ste D
 Seattle, WA 98107

Letter No. 552

From: Peri Hartman <perih@kotatko.com>
Sent: Friday, July 22, 2016 9:20 AM
To: BGT_MissingLink_Info
Subject: It's Time to Complete The Missing Link

552 - 001 Thank you for your comment.

Dear Mr. Kubly and Mr. Mazzola,

Ensure the "missing link" of the burke gilman trail gets completed now.

The South Shilshole route is the only real solution. Even if another route is chosen, this is where cyclists will continue to ride - trail or not. Any other route is a complete waste of resources.

Peri Hartman
417 Prospect St.
Seattle, WA 98109

552-001

Letter No. 553

From: Risley, Renelle <renelle.risley@seattlechildrens.org>
Sent: Thursday, July 28, 2016 10:55 AM
To: BGT_MissingLink_Info
Subject: Ballard Farmer's Market

553 - 001 Thank you for your comment.

553-001

Please choose an option that DOES NOT wipe out the Farmer's market from its current location. It's a wonderful last piece of old Ballard remaining. The Leary option is great! And would help all of us who ride to the Olympic Athletic Club. Thanks! Renelle Risley, avid biker & Ballardite

Renelle Risley, MBA

Sr. Project Manager | Revenue Cycle Department
Seattle Children's

206-987-6453 OFFICE

OFFICE 4800 Sand Point Way NE, Seattle, WA 98105
MAIL CSB 100, PO Box 5371, Seattle, WA 98145-5005
WWW seattlechildrens.org

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Letter No. 554

Complete the Missing Link using:

Pick A Route Option:

- Shilshole South
- Shilshole North
- Ballard Avenue
- Leary Way

554-001

Why Do You Support This Route Option?

Shilshole South keeps the Burke Gilman trail as just that - a trail.
 This route provides the least interference between trail users
 and vehicular traffic. It is the safest and most direct route.
 I love the Burke Gilman trail and am so excited to see the
 Missing Link completed, which would greatly expand trail use.



Name Rebecca Leung

Email rebeccaleung2@gmail.com

Zip Code 98115



554 In addition to the hundreds of original comments SDOT received on the Draft EIS, SDOT received 110 form letters, submitted by individuals through the Cascade Bicycle Club. The form asked responders to select a route, and some of the commentors provided additional information as to why they selected an alternative preference. As a result, SDOT is not publishing each letter as part of the Final EIS. Please see the adjacent form for an example, along with a list of everyone who submitted a copy of the form.

SDOT thanks everyone for their comments. As noted in Section 1.2 of the FEIS, the project objective is to create a safe, direct, and defined multi-use trail for persons of all abilities for a variety of transportation and recreational activities, to improve predictability for motorized and non-motorized users along the project alignment, and to maintain truck and freight facilities and access. SDOT decided upon the Preferred Alternative because it best meets the project objective of the alternatives evaluated in the Draft EIS. Refer to Section 1.4.2 of the FEIS for a discussion of the selection process for the Preferred Alternative.

- | | | |
|-------------|-------------|--|
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 Jeff Hatcher hatcher8@gmail.com
 Tan Truong tantruong@mac.com
 Steve Steele Stevenjsteele@comcast.net

Letter No. 555

June 29, 2016

Scott Kubley Director
 Seattle Department of Transportation
 c/o Mak Mazzola, Environment Manager
 PO Box 34996
 Seattle WA 98124-4996

re: Burke-Gilman Trail

I am writing in favor of the Shilshole, South
 alternative for The Burke-Gilman trail.
 I am a resident of Ballard and a daily
 user of Shilshole Ave. It is my observation
 that the majority of bicycle traffic on
 this route is during commute times -
 early morning and late afternoon and
 on the weekends - There would be little (minimal)
 disruption to the business traffic.

I feel that as a community we can all
 work together.

Sincerely

Christine Ingersoll
 3228 NW 59th St
 Seattle WA 98107

555 - 001 Thank you for your comment.

555-001

Letter No. 556

Missing Link: Route options for the Burke-Gilman Trail

556-001

I have been a Ballard resident for nearly 30 years, so I've seen a lot of change in the neighborhood. It will be great to finally get this last piece of the trail finished, and I have a very strong opinion about the options.

My preference is the Ballard Avenue route:

- It will have the least impact on traffic, parking and industrial businesses.
- I think it'll ultimately benefit the retail businesses with bike riders routed along that street.
- It is the quietest in terms of traffic.

556-002

The route along Leary Way has problems, too, but the cycle track option sounds great.

- This is a main arterial carrying a lot of traffic at higher speeds than Ballard Ave, and it has many side streets.

556-003

The two routes along Shilshole are a terrible option:

- They will endanger the existence of the industrial businesses along the route.
- If the sand and gravel company or the oil companies and other industries are forced out of the area, the cost of construction will increase as these materials have to be transported in from greater distances.
 - It will also increase the carbon footprint as these trucks commute.
 - It will further the skewing of Seattle as a tech and middle-management city as blue collar jobs move out.
- It is the least-safe option: bicycles and a lot of truck traffic are a poor mix with potential deadly consequences. If the gravel company alone has over 300 truck crossings over the trail/day, the City is setting up a dangerous situation when there are other better options.
- The head-in parking along Shilshole provides many more spots than the parallel parking options along Ballard Avenue and Leary Way.
- With the new development along Shilshole Ave, there will be much-increased traffic entering and exiting that area, compounding safety problems.

Thank you,



Leslie Hoge
 7752 33rd Ave NW
 Seattle, WA 98117
 206.384.7969

556 - 001 Thank you for your comment.

556 - 002 Your comment is noted. As noted in Section 1.2 of the FEIS, the primary project objective is to complete the Burke-Gilman Trail, a multi-use trail, through the Missing Link section.

556 - 003 Your comments are noted.

Letter No. 558

July 14, 2016

558 - 001 Thank you for your comment.

Scott Kubly, Director
Seattle Dept of Transportation
c/o Mark Mazzola, Environmental Manager
PO Box 34996
Seattle WA 98124-4996

Dear Mr Kubly,

I am writing in support of the BGT Missing Link Shilshole South Alternative. I reside in Ballard and have been a regular bicycle rider in the Ballard neighborhood since 1987. It is so obvious that the Shilshole South route is the preferred alternative. It's the shortest and most direct route with the least number of complicated intersections as well as the least number of roadway crossings. This all adds up to it being the safest route. The other options are more complicated and less safe. Trail routes through similar commercial/industrial areas have proven to be built effectively and safely, including close by BGT segments in Fremont and Kenmore. I must note that if the Shilshole South route is not chosen many of the bike commuters will continue to utilize Shilshole Avenue as their route because it's the most direct and shortest route.

Thank you for your consideration,



Robert Strauss
3228 NW 59th St
Seattle WA 98107
206-782-2419
rcstrauss@comcast.net

558-001

Letter No. 559



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..

559-001

559-002

Unfortunately, the proposed alternative bike/pedestrian routes for Ballard will all be disruptive to the business and industrial sectors in Ballard. Bikes + pedestrians do not mix well with heavy duty truck traffic in industrial areas. Putting bikes/pedestrians on Shilshole will place severe safety + economic costs on these marine businesses. My suggestion is to select the Leary Way NW route for a bike path. Eliminate the pedestrian path as there are sidewalks already. Bikers should be required to purchase licenses and use bicycle bells to alert pedestrians of their presence.

Commenter information

Name: Karen Abelson

Address: 13000 Linden Ave N., # 421

City: Seattle WA 98133 Phone: (206) 783-5367

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

559 - 001 Thank you for your comment.

559 - 002 Your comment is noted. Imposing new regulations for bicyclists is outside the scope of this project.

Letter No. 560



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.

560-001

I strongly believe that Shilshoe Ave. South is the only logical choice for the BGT. It has the best connection to the Existing BGT segments & has the fewest major street crossings.

560-002

I also strongly believe that the BGT should NOT BE on Ballard Ave - It would disrupt this important commercial district with its vibrant Sunday Market.

Commenter information

Name: MILLER MYERS

Address: 3200 W. Commodore Way # 303, Seattle 98199

Email: mc-myers@comcast.net

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

560 - 001 Thank you for your comment.

560 - 002 Your comment is noted.

Letter No. 561

 **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.

To Whom it may concern:

I, Ryan Macnamara, a former Ballard resident ^{current} and a Ballard employee at Coveitt Williams, would personally like to see the RED trail up Leary Ave across Market is the best choice. There are 27 driveways down Shilshole Ave with heavy equipment driving in and out and I think it is simply more dangerous to consider that option

Commenter information

Name: Ryan Macnamara

Address: 4800 20th Ave NW

Email: ryan@covichwilliams.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

561 - 001 Thank you for your comment.

561-001

Letter No. 562



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.

562-001

My preference is Shilshole South, followed by
 Shilshole North. I am a regular biker & Fremont resident.

562-002

PLEASE **DO NOT** DO BALLARD AVE!!!!!!!!!!!!!!!!!!!!!!
 * I agree with the Farmers Market people that this is not good.
 Not only would it disturb the market, the market pedestrians
 would meander in the bike trail (with kids & dogs & other dangers)
 without paying full attention. It will be slow AND dangerous.
 * Even worse, consider all the Ballard Festivals (Seafest, 17th
 of May, etc.) that use Ballard Ave. They get so crowded
 that you could only walk your bike, or use a different
 unsafe route.

Commenter information

Name: Steph Dietzel
 Address: 4426 6th Ave NW
 Email: stephdietzel@gmail.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

- 562 - 001 Thank you for your comment.
- 562 - 002 Your comment is noted.

562-003

I also hate the Ballard Ave route because of the number of Right-angle turns it makes. These make you slow down & the trail will get clogged. It's also harder to navigate around pedestrians when I can't see them coming up.

562-004

Leary I guess would be fine. I'm not a huge fan of it, but it's way better than Ballard Ave. Though you still run into problems with the festivals along Market street. I might still take Shilshole sometimes.

Thanks,
Steph Dietzel

562 - 003 Your comment is noted.

562 - 004 Your comment is noted.

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

 BURKE-GILMAN TRAIL PUBLIC MEETING
 (ONE-ON-ONE)

 6:00 p.m.
 Thursday, July 14, 2016
 2245 Northwest 57th Street
 Seattle, Washington

REBECCA L. MAYSE, RPR, CRR, CLR
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1 Letter No. 563 PROCEEDINGS

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3 MIKE KELLY: Well, I'm Mike Kelly, as I said. Do you

4 want my address? 8070 25th Northwest.

5 I'm a long-time Ballardite. I'm an avid bike rider. I

6 mean, I think Shilshole South is the more direct

7 alternative. I mean, you know, bikers are going to find

8 their way to where they want to go, but the Ballard Avenue

9 one I don't think should be there. I mean, that's strictly

10 my opinion.

11 And I notice SDOT is building a little trail between

12 45th and Ballard Avenue. I'm kind of concerned about why

13 that is already, between the -- under the bridge basically.

14 It's all nice and blacktop, which I notice you guys put the

15 ballards (phonetic) or whatever in between to block traffic

16 from going in and out. I think that's kind of a way that

17 SDOT is telling us to go. And that's just my opinion.

18 I don't know what else to say. I mean, I think I've

19 said what I think should be.

20 And I don't think Leary should be an alternative. I

21 mean, I kind of agreed, too, to come to 56th or something,

22 too. I've put 20-plus years on this thing. My heart and

23 soul is behind this.

24 So I guess that's about all I've got to say.

25 (Pause.)

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Letter No. 564

AARON CZYZEWSKI: Aaron Czyzewski, A-A-R-O-N,
C-Z-Y-Z-E-W-S-K-I, 1545 Northwest Market Street, Apartment
108, 98107.

My comments are as follows:

Shilshole South is your cow trail. A cow trail is a
path the cattle make walking through a field for repeated
journeys. It's often the shortest distance between two
points. It's natural and organic; habit inspires us.

The University of South Florida built sidewalks on its
campus following the cow trails that students make.

I believe that Shilshole South is your cow trail, and
if any of the other alternatives were to be employed you'd
still have bikers riding down Shilshole South. So in my
view it makes sense to not fight nature, but go with it and
construct the Trail connection through that path.

Thank you.

(Pause.)

Letter No. 565

WALDEMAR CERBINSKI: My name is Waldemar,
W-A-L-D-E-M-A-R, and the last name is Cerbinski,
C-E-R-B-I-N-S-K-I. And address, 7523 26th Avenue Northwest,
Seattle, Washington 98117.

I do ride bike, I mean, bicycle. And I do believe the
only option is the Shilshole Avenue. Why? Because I tried
to ride bicycle the other options, and pretty much what you
got, you start, you wait for few second, and you get

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intersection, you stop and you get intersection. So it's
very dangerous for me. And not only dangerous, it's very,
very super slow. Nobody want to ride bicycle for five
second or ten second and go to the intersection.

Plus, like, on the Ballard Avenue, you got lots of
stores, lots of restaurants, and so it's on the other
places. And when the Trail go dead, if the Trail go dead,
you have no warranty and probably most likely sooner later,
mostly sooner, it's going to lady walk with the child from
the restaurant or from the store and step right to the
Trail. So it's very dangerous.

I do ride the Burke-Gilman Trail all the way to the
Monument Park. And any time, like on the Freemont, you got
some places where this -- we're riding right next to the
restaurant. It's very dangerous for both, for us and for
the people who use the restaurants. And here we got a lot
of them.

So I think the Shilshole Avenue is the only option,
mostly for the safety reason, the second for the comfort of
the riders. And you're not going to disrupt the other
pedestrians on the other streets.

That's all I want to say.

(Pause.)

Letter No. 566

JUDY KIRKHUFF: My name is Judy, with a Y,
Kirkhuff, K-I-R-K-H-U-F-F. And I live in Ballard, 98117. I

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1 call it the Ballard Gulch, over there by Goodwill.

2 I would like to comment that I believe that the

3 Shilshole South -- which I have lived here for more than 20

4 years, actually more like 25 years, and I know that there's

5 a big foo-foo about Shilshole South. And my comment would

6 be if there were some kind of yield light that were

7 installed to give preference or at least consideration to

8 the large trucks as they're leaving certain of the driveways

9 along that way, that that could be handled very smoothly

10 because I know that those trucks move across back and forth

11 at the Burke-Gilman Trail at a different location on 42nd

12 Northwest, at a location lot of theirs, the sand and gravel.

13 So that's the end of my comment.

14 Letter No. 567 (Pause.)

15 THOMAS VAN PELT: My name is Thomas Van Pelt,

16 V-A-N space, and then P, like Peter, E-L-T. Address is

17 7006 25th Avenue Northwest, Seattle, Washington 98117.

18 I'm a new Seattle resident, I've been here for two

19 years. I moved from Alaska and was looking forward to

20 excellent bicycle infrastructure, and have been disappointed

21 to find the Missing Link in the Burke-Gilman Trail. I'm a

22 bike commuter, and I view the current situation as very

23 dangerous. For that reason I am against the No Build

24 alternative and strongly support one of the Build

25 alternatives.

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1 I do appreciate the really exhaustive EIS process and

2 the concerns of the wide variety of stakeholders and users,

3 but for many reasons that are brought forward in the EIS I

4 support the Shilshole South alternative, primarily because

5 it is the most direct, the most continuous, and the most

6 safe alternative of the Build alternatives that are

7 presented. And that's the priority for me.

8 And that's all. Keep it short and sweet.

9 Actually, could I just add something?

10 And I'm speaking on behalf of an extended family of

11 four folks who are all bicyclists and pedestrians and share

12 my concerns.

13 And that's all. Thanks.

14 Letter No. 568 (Pause.)

15 TOM CAPELL: Tom Capell, C-A-P-E-L-L, 5703 Seaview

16 Avenue Northwest.

17 Okay. The South Shilshole alternative is clearly the

18 best alternative for safety reasons, for number of

19 crossings. It will be safe through the industrial area if

20 the Trail goes -- already goes through industrial areas. I

21 know the Ballard -- probably can't say "assholes" -- people

22 that sued will probably try to sue again. I hope that does

23 not happen because right now people are getting injured

24 often with the existing conditions. And we've been waiting

25 for a trail here for 20 years. And all of the other

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1 alternatives that are proposed will not be nearly as safe as
 2 the South Shilshole alternative.
 3 I think that's it.
 4 Letter No. 569 (Pause.)
 5 JIM PESCHEL: My name's Jim Peschel,
 6 P-E-S-C-H-E-L. I live at 6730 7th Avenue Northwest,
 7 Seattle, 98117.
 8 I am favoring the Shilshole South alternative.
 9 I currently work for Foss Maritime, which is on the
 10 other side of the ship canal. They put in a bike lane there
 11 and there was very minimal disruption to our business or the
 12 freight mobility that occurs along the Trail there. We are
 13 heavily industrial use, and there's been no conflicts
 14 between bikes, trucks, or vehicles coming in and out. I
 15 would recommend appropriate signage and -- what would that
 16 be? -- like, lights or something if necessary for the
 17 business crossings.
 18 I ride my bike extensively to and from work. My
 19 children ride in the Ballard neighborhood. And completing
 20 the Missing Link would make it much safer than going into
 21 the general traffic patterns.
 22 That's all.
 23 Letter No. 570 (Pause.)
 24 MARK DURALL: Mark Durall, D-U-R-A-L-L. My
 25 address is 5301 Leary, L-E-A-R-Y, Avenue Northwest, Seattle,

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1 Washington 98107.
 2 I've been the manager of the Olympic Athletic Club in
 3 Ballard for 14 years. And during that time we've seen a lot
 4 of people injured who use the existing trail who have
 5 attempted to navigate the Missing Link to use the health
 6 club who've been injured. And we've had numerous instances
 7 where we've had to render first aid; we've taken people,
 8 walked them over to Swedish Hospital, you know.
 9 And basically our position is we would just like to
 10 promote completion of the Missing Link. We're not
 11 advocating one alternative over the other, we would just
 12 like to see it completed.
 13 Personally, I prefer the Leary Avenue alternative
 14 because it has the least amount of adverse impact on
 15 parking. However, I will say that the majority of members
 16 of ours that I've talked to favor the Shilshole South
 17 alternative because it has the fewest number of roadway
 18 intersection crossings, that is crossings where motorized
 19 vehicles are traveling.
 20 That's it.
 21 Also, I would like to mention my concerns about the
 22 impact that completion of the Missing Link of the
 23 Burke-Gilman in Ballard would have on the Farmers Market if
 24 the Ballard alternative was selected. The report indicates
 25 that if there was a conflict between the Burke-Gilman Trail

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1 and the Farmers Market, that the Farmers Market would --
 2 excuse me, the Burke-Gilman Trail would have to be detoured
 3 around the Market, which would create an unsafe, you know,
 4 trail for trail users. Also, they talk about coordinating
 5 with the Farmers Market to reconfigure the layout of the
 6 Market or moving the Market to a new location.

7 My understanding, after having spoken to the Market
 8 founder and the Market manager, is that the City requires a
 9 25-foot fire line. So if they put a 12-foot trail on
 10 Ballard Avenue to accommodate the Trail and then they put
 11 some type of cement barrier to prevent motorized traffic
 12 from going into the Trail, and then they put some type of
 13 landscape berm to further separate motorized vehicles from
 14 the Trail, they would leave a very narrow footprint for the
 15 Farmers Market to operate. And it's uncertain whether it
 16 would even be possible for the Farmers Market to continue to
 17 operate under those circumstances.

18 The Farmers Market is a huge benefit to everybody in
 19 the community. They donate thousands of pounds of food to
 20 the Ballard Market. They allow Food Stamp recipients to
 21 charge \$10 on their card and get \$20 worth of produce. And
 22 it helps with the health and fitness of everybody in the
 23 community. So it would be terrible to see them go away. I
 24 think some other alternative should be selected.

25 Thank you.

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1 Letter No. 571
 2 (Pause.)

3 COLLEEN LENNON: Colleen, C-O-L-L-E-E-N, last name
 4 is Lennon, L-E-N-N-O-N. Address, 5320 Ballard Avenue
 5 Northwest, Seattle, Washington 98107. That's my business
 6 address.

7 My feeling on this Trail is it should not go down
 8 Ballard Avenue. It will have a tremendous negative effect
 9 on any of the retail restaurants, retail businesses. It
 10 will actually probably close the doors on a lot of retail
 11 businesses in my opinion if this happens, even with moving
 12 the Market.

13 I will tell you for the business that we are in, our
 14 busiest day of the week is the day of the Ballard Farmers
 15 Market.

16 To me it makes more sense to run the Trail, if we're
 17 going to do this, down Shilshole Avenue, but I also
 18 understand that there's a lot of commercial business down
 19 there and there's a concern for safety of the bicyclists
 20 because of the commercial business. And I know how much the
 21 revenue on the commercial businesses down on Shilshole is, a
 22 whole lot more than the folks that are trying to run the
 23 small businesses on Ballard Avenue.

24 The Leary Way option, I don't have an opinion on Leary
 25 Way other than it is a very, very heavily used road, and I
 think you're going to ask for some major problems as far as

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1 Ballard is concerned traffic-wise.

2 Just plain and simple, let's keep this simple. The

3 571-003 South Shilshole option is, to me, the number one option. It

4 would have the least impact on the merchants on Ballard

5 Avenue as well as the Ballard Farmers Market.

6 I'm done.

7 Letter No. 572 (Pause.)

8 JOHAWNA OLEANA-PERRY: My name is Johawna,

9 J-O-H-A-W-N-A, Leana, L-E-A-N-A, Perry, P-E-R-R-Y. I live

10 at 19250 Second Avenue South, Des Moines, Washington 98148.

11 I work in the city. And I come in and I'm really

12 excited because the Light Rail is about to open by my house,

13 and then I will be able to bike on the Burke-Gilman to get

14 to Ballard from Des Moines, which is wild because that can

15 be an hour and a half commute either way. I am not a strong

16 572-001 bicyclist, so the Burke-Gilman Trail is really the only way

17 I can bike in the city. And I really want safety for the

18 Missing Link.

19 I'm nervous about intersections. And when reading the

20 environmental report and looking at the routes myself, I saw

21 that Shilshole South is the least number of intersections,

22 which is the thing that makes me the most nervous about

23 biking. So I want to say that I believe that Shilshole

24 South is the correct one.

25 I'm also a local artist and have been selling artwork

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1 in the Seattle scene or even King County scene for 15 years

2 now.

3 Seattle Farmers Market Association, which is the

4 association that runs the Ballard Farmers Market, is the

5 only farmers market group in Seattle that supports artists.

6 The Neighborhood Alliance does not. And so that means

7 Ballard, Madrona, and Wallingford are the only registered

8 572-002 farmers markets that artists can participate in as recurring

9 events. Doing big events in Seattle you look at \$400 booth

10 fees, and these farmers markets you look at \$35, \$40 booth

11 fees. It's a lot more reasonable.

12 Also, being from out of town, there's no way I could

13 afford a brick and mortar to sell my art. And so being able

14 to go into historic Ballard, like on Ballard Avenue, and

15 participate in that Farmers Market is a real opportunity.

16 And I send all of my friends and family to the Ballard

17 Farmers Market. Really, it's the only reason I go to

18 Ballard.

19 (Pause.)

20 Letter No. 573

21 ROBIN RANDELS: Robin Randels, R-O-B-I-N,

22 R-A-N-D-E-L-S. I'm at 5124 Palatine Avenue North in

23 Seattle, Washington 98103.

24 573-001 So I live on Phinney Ridge. I ride a bike around

25 Seattle all over the town, and I ride a lot with families

and children. I work on getting people to school safely and

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1 in neighborhood greenways so that people of all ages and
 2 abilities can ride their bikes to errands, more for
 3 transportation and general errands. The idea is that
 4 children can ride and that older people can ride, too.

5 The Missing Link has been an ongoing problem for many
 6 years. I took a group of kids from TOPS School, we wanted
 7 to go out to Golden Gardens, and I made them go up 8th
 8 Avenue, which was a very long, up hill, because Shilshole
 9 was so dangerous, or under the Ballard Bridge, the Missing
 10 Link part was so dangerous.

11 Anyway, I think the alignment should continue on
 12 Shilshole. And I think the truck interaction hopefully in
 13 the design can -- maybe the truck -- there can be signals
 14 because the danger of the trucks crossing the Trail and the
 15 trucks having to wait to get out onto Shilshole is a real
 16 problem. And I think it can be dealt with through
 17 signalization at some point, warning lights or whatever. I
 18 don't think it's a deal killer. It's the flattest, it's the
 19 desire line that people want to go, and it delivers you
 20 directly out to Golden Gardens faster.

21 I think the Leary Way option is insane. It's very
 22 dangerous, and you go a long way out of your way to get
 23 anywhere.

24 I also feel like the Ballard Farmers Market should be
 25 super preserved because it's an amenity and the route takes

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1 you further out of your way, which is beyond the desire
 2 line. So I think we should preserve the Farmers Market.

3 I think we should do the Shilshole South. And I think
 4 we should really pay attention to the design that addresses
 5 the trucks getting out onto the roadway safely because their
 6 visibility is limited.

7 (Pause.)

8 Letter No. 574 RYAN REITER: My first name is Ryan, R-Y-A-N,
 9 Reiter is my last name, that's R-E-I-T-E-R. And my address
 10 is 3012 21st Avenue West, Apartment B, Seattle, Washington
 11 98199.

12 So mainly I just came here just to get more
 13 information. I've been reading the EIS and just getting
 14 familiar with the impact study and trying to make sense of
 15 what is not only best for the existing community but in the
 16 long-term, and finding out how it impacts both, you know,
 17 the people on Shilshole, you know, Ballard Avenue, and
 18 Leary. And from my conclusion, given what's existing, while
 19 I don't know a ton about the inner workings of the marina
 20 area, I have been looking at the intersections in which each
 21 one falls on, the parking, and also the long-term
 22 sustainability of both the community, small business, and
 23 the neighborhood, as well as for safety for the
 24 Burke-Gilman.

25 So I guess for me it's just really making sure that

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1 we're supportive to completing the Link and addressing
 2 accessibility, as well as the safety for both the Trail
 3 users, whether they're bicyclers or pedestrians, and also
 4 for the neighboring businesses so that no one gets hurt or
 5 injured.

6 I think for me, after looking at all the information
 7 and reading about it and just sitting in on these
 8 conversations from a variety of perspectives, my point would
 9 be that I think the -- I think the Shilshole is probably the
 10 most direct path.

11 And I looked at some of the mock-ups of the, you know,
 12 proposed plans with stop signs and, you know, the break if
 13 it was down on Shilshole. And I always thought, well, maybe
 14 it's simpler to put it down on Shilshole if there's a common
 15 ground to find a way where it's not taking away from the
 16 businesses there and increasing -- what is it? -- safety,
 17 you know, making sure that the businesses on the main street
 18 of old Ballard Avenue, the historical aspect, and all the
 19 intersections which could be a problem down the road I
 20 thought of, 16 intersections I believe on old Ballard
 21 Avenue.

22 So I think for myself, I would prefer to see it down on
 23 Shilshole. And I think that with time you could make it
 24 safe and accessible for both business and Trail users.

25 (Pause.)

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Letter No. 575

1 ANDY LYLE: Hi. My name is Andy Lyle. I live at
 2 7307 23rd Avenue Northwest, 98117.

3 Back in 1991 my wife and I moved from Wallingford into
 4 Ballard. And shortly after that I started riding my bike
 5 and running to and from work, which was down near the
 6 Paramount Theater. And over the years I have felt very safe
 7 riding and/or running on that path up to the point where it
 8 goes to Hale's Ales or now it was extended a little bit to
 9 Fred Meyers. And from that point I do not feel comfortable
 10 at all. But there was a time years ago when I was a lot
 11 faster runner and I could generally dodge cars or I was very
 12 adept at a bicycle and, again, I was able to get out of cars
 13 (sic).

14 I'm very cautious about playing with traffic. Any
 15 vehicle larger than my 125-, 120-pound frame, I know the
 16 laws of physics, I will not win if and when an accident ever
 17 occurs between me when I was commuting, via bike or running.
 18 And I have told my wife countless times, if she ever gets a
 19 call from a police officer or an aid car saying I've been
 20 involved in an accident, she doesn't even have to say
 21 "Where?" She can just hang up the phone and go right to the
 22 intersection of Shilshole and 17th because I come down 20th
 23 Avenue, go through Ballard Market, Ballard Avenue, and over
 24 onto 17th.

25 Therefore, I find it absolutely a sin that the City of

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1 | 575-001 | Seattle, DOT, and everyone else involved with this project
 2 | cannot get something done as simple as extend a logical,
 3 | safe way for this Burke-Gilman Trail to be completed.
 4 | Please, SDOT, do your job before people get killed out
 5 | here.
 6 | Thank you.
 7 | Letter No. 576 (Pause.)
 8 | LYNSEY GRUNENFELDER: My name's Lynsey
 9 | Grunenfelder. It's spelled L-Y-N-S-E-Y,
 10 | G-R-U-N-E-N-F-E-L-D-E-R. My address is 1751 Northwest 60th
 11 | Street, Seattle 98107.
 12 | I support completing the Missing Link of the
 13 | Burke-Gilman Trail. More than anything, I want to see
 14 | transportation evolve into something more than cars for that
 15 | purpose.
 16 | The most logical route for multiple reasons is the
 17 | 576-001 | Shilshole South link. There may be other options that we
 18 | haven't explored than the four that we currently have.
 19 | There is no perfect option, obviously. The traffic already
 20 | goes down on Shilshole and probably will continue to, so it
 21 | only makes sense to put a path that is going to be safe.
 22 | There are a number of businesses that will be affected,
 23 | there are driveways, but there's also multiple probably
 24 | answers to all the questions and concerns that everybody's
 25 | going to have with whatever route we choose.

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1 | 576-002 | Based on the routes that have been proposed, Leary
 2 | doesn't make sense. There's too many cars, it's too
 3 | dangerous. It's already ragged roadway, essentially.
 4 | Ballard Avenue is a bad idea as well because there's a
 5 | 576-003 | Market and it's mainly pedestrian and brings a huge amount
 6 | of money into Ballard as it is, and that's kind of the new
 7 | economy that's evolving at this point.
 8 | And that's my comment.
 9 | Letter No. 577 (Pause.)
 10 | JOSEF MANSOUR: My name is Josef Mansour,
 11 | J-O-S-E-F, M-A-N-S-O-U-R.
 12 | And I'm here to testify about perceived and clear
 13 | negligence from the City of Seattle's current plan or lack
 14 | of action at the Burke-Gilman Trail Missing Link,
 15 | specifically at the intersection of 17th and Shilshole and
 16 | -- on the Burke-Gilman Trail and 46th.
 17 | Specifically on 17th and Shilshole, the City has
 18 | created a new greenway that puts its citizens onto that path
 19 | 577-001 | to meet that intersection. If you are heading southbound
 20 | and at that intersection there is no crosswalk, there is no
 21 | stop sign, there is no stoplight. This is a clear path that
 22 | the City has funneled its citizens to on their bicycles on
 23 | this greenway at a major -- this intersection includes a
 24 | blind corner to the east and heavy morning traffic to the
 25 | west, and leaves the citizens exposed to clear risk of motor

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1 vehicle accidents that could cause severe injury, including
 2 death. And I'm here to request, which I have requested
 3 multiple times, that the City put in a three-way stop sign
 4 at the minimum, which is a low cost, easy solution to
 5 protect its citizens that it is sending to this intersection
 6 for safe passage.

7 Similar stoplights or stop signs have been put in at
 8 more high volume streets to provide passage, but have not
 9 allowed passage at this specific intersection. The
 10 corresponding intersections where the City has created stop
 11 signs or stoplights would be at 17th and Leary, which is a
 12 higher volume street, and then also 46th and 14th.

13 There is no reason for the City's inaction. And more
 14 emphasis should be put on the negligence of the City to
 15 funnel its citizens to this intersection and not provide
 16 safe passage. I believe that they are putting themselves at
 17 risk for lawsuits and of negligence if there's an injury.
 18 And I request that they put in a three-way stop sign at 17th
 19 and Shilshole, a stop sign at 20th and Leary, that's a
 20 higher volume pedestrians walkway and cyclist use, and then
 21 also a crosswalk on the Burke-Gilman Trail and 46th.
 22 There's a crosswalk there, but it is not aligned with the
 23 Trail, and it is of no use or protection to the citizens
 24 using the Burke-Gilman Trail, which is on a blind corner and
 25 is also somewhat negligent as well.

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1 Thank you.

2 Letter No. 578 (Pause.)

3 JAYSON TODD MORRIS: Jayson Todd Morris,
 4 J-A-Y-S-O-N, T-O-D-D, M-O-R-R-I-S. And I live at 2632
 5 Northwest 56th Street, Apartment D, 98107. And I've been at
 6 that location for about 11 years, between 26 and 28.

7 Now, the alternative that I support is this Shilshole
 8 South. And the reason why I support that, there's been a
 9 problem with homelessness behind the
 10 warehouses/industry/commercial buildings. If you go south
 11 on 28th, left or right, on the railroad tracks, on the
 12 easeways, there's been problems with homelessness, fires,
 13 incidents. And a trail that would go through there would
 14 put a lot more eyes and help out with that problem. And
 15 that is some embedded knowledge of the community that SDOT
 16 might not know.

17 Also, that would bring some money and some improvement
 18 in that area. And I know there's going to be some
 19 construction on the lot that's in between 26th and 28th, the
 20 new Heritage Building, Viking Heritage Building. Maybe they
 21 want to call them and partner, help them to have maybe
 22 access on the Trail side as well as the road side, since
 23 they're putting money in that area as well.

24 But that is some of the comments and embedded knowledge
 25 that I have of the neighborhood.

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21

1 You know, the City goes on for hundreds of years. And
 2 projects like this, we know today's dollar is a lot cheaper
 3 than tomorrow's dollar. And it's bigger than a business,
 4 commercial, industry, individuals, et cetera and so on. And
 5 these infrastructures are needed in all of our cities.
 6 And I strongly support this activity. And if there's
 7 anything I can do, please give me a call, telephone number
 8 is (206) 257-9206.
 9 And thank you for taking my testimony and keep up the
 10 great work. Thank you so much. Bye-bye.
 11 (Pause.)
 12 Letter No. 579
 13 JEANNINE WELFELT: My name is Jeannine Welfelt,
 14 J-E-A-N-N-I-N-E, Welfelt, W-E-L-F-E-L-T. My address is 5403
 15 Ballard Avenue Northwest, No. 207, Seattle, Washington
 16 98107.
 17 So I live on Ballard Avenue. I think that's the worst
 18 choice ever. It's really getting to be so that it's about
 19 the only charming street left in Ballard, and I don't know
 20 why you would want to ruin that by putting a bike path
 21 through there.
 22 I feel that people will still use Ballard Avenue. Many
 23 bicycles use Ballard Avenue instead of Shilshole, they
 24 probably feel safer there, but if they had the option to use
 25 Shilshole in a safe way they probably would use that.
 So I think Shilshole is the best choice. It's the one

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1 they've been talking about for 15 years. I can't believe
 2 they haven't made a decision by now. And I feel like --
 3 I know there's some feedback from the businesses along
 4 there thinking it's not safe, but if it was made to be the
 5 way to go, then their drivers would know that they need to
 6 watch for pedestrians or bicyclists or whoever's using it.
 7 That worked by the canal over in Fremont where the cement
 8 plant is. You know, everybody knows that they have to watch
 9 where they're going and watch what they're doing.
 10 I don't want to see the Ballard Farmers Market go away.
 11 I think Leary Way is also a bad idea.
 12 Water runs downhill. You can't -- I don't think you'll
 13 get people to go past the Market and then come back around,
 14 you know? If there's a corner they -- like in a park or
 15 something where you want people to go around it, they'll
 16 often just make their own path cutting across there. So you
 17 can't make people go where they don't want to go.
 18 So I think people are already used to using Shilshole.
 19 There's hundreds, probably, of people who go that way
 20 already. It would be great if they had a safe way to do
 21 that.
 22 I personally never walk on Shilshole. It's not
 23 pleasant, it's a little scary. I don't feel safe there. So
 24 it would be great if people could walk and bike there and do
 25 it safely. So I think that's the best choice.

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1 Letter No. 580 (Pause.) 23
2
3 MICHAEL WOLF: My name's Michael Wolf. I live on
4 58th. We've been there for 14 years, even before 58th was a
5 greenway.
6 I just wanted to say that there's an opportunity here
7 for a vision that we saw happen on 58th that we're missing
8 for 20 years here on the Missing Link.
9 And then when we designed 58th, the Ballard greenways,
10 I expected that there would be an increase in regular
11 bicycle traffic. What I didn't expect is that you'd start
12 seeing different kinds of bicycles, not just a bicycle with
13 a seat on the back, but a bicycle built to hold two people
14 or three people, you know, kids. I started seeing, like,
15 \$5,000 bicycles instead of a \$20,000 van.
16 And so it's really changed people's connection to the
17 community, their connection to each other, to schools. And
18 it's created a visionary -- well, there's a visionary
19 opportunity here to complete the Burke-Gilman Trail. And
20 we've seen it in the other greenways. It's not related to
21 the environmental impact I don't think, maybe it is.
22 I just wanted to hold out that there's a vision that it
23 could be a great thing beyond just what we see here, that
24 there's that additional level that can come. And I'd
25 encourage us to do something and move forward, exercise some
leadership, let's get some completion, and it will be better

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1 than we expected. 24
2 Thank you.
3 (This matter was concluded at 8:39 p.m.)
4 * * * * *
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- 563 - 001 Thank you for your comment.
- 564 - 001 Thank you for your comment.
- 565 - 001 Thank you for your comment.
- 566 - 001 Thank you for your comment. Please refer to Section 1.7.1 for a discussion of possible roadway design and safety considerations.
- 567 - 001 Thank you for your comments.
- 568 - 001 Thank you for your comments.
- 569 - 001 Thank you for your comments.
- 570 - 001 Thank you for your comments.
- 570 - 002 Your comment is noted.
- 570 - 003 Your comments are noted. The Preferred Alternative does not travel along Ballard Avenue and will not adversely impact the Ballard Farmers Market.
- 570 - 004 Your comment is noted.
- 571 - 001 Thank you for your comments.
- 571 - 002 Your comment is noted.
- 571 - 003 Your comment is noted.
- 572 - 001 Thank you for your comments.
- 572 - 002 Your comments are noted.
- 573 - 001 Thank you for your comments.
- 573 - 002 Your comment is noted. Please see Section 1.7.1 for a discussion of roadway design and safety features that are being considered in the final design.
- 573 - 003 Your comment is noted.
- 573 - 004 Your comment is noted.
- 573 - 005 Your comment is noted.
- 574 - 001 Thank you for your comments.
- 574 - 002 Your comments are noted.
- 575 - 001 Thank you for your comments.
- 576 - 001 Thank you for your comment.
- 576 - 002 Your comment is noted.
- 576 - 003 Your comment is noted.
- 577 - 001 Thank you for your comments. The 17th Ave Greenway travels along NW Dock St and does not travel along 17th Ave NW all the way to Shilshole Ave NW. As part of the Preferred Alternative, a stop light is proposed on Shilshole Ave NW at 17th Ave NW. This will allow trail users access to the trail, as well as improve vehicular circulation.
- 577 - 002 Your comment is noted.
- 577 - 003 SDOT has installed a new cross-walk at NW 46th St and Shilshole Ave NW, and is currently reviewing the traffic volumes at 17th Ave NW and Shilshole Ave NW to determine whether the addition of stop controls is warranted. There are short-term improvements planned for the intersection of 20th and Leary, which include painted curb bulbs to reduce crossing distances and turning speeds and possibly a new traffic signal.
- 578 - 001 Thank you for your comment.
- 578 - 002 Your comments are noted.
- 578 - 003 Your comments are noted.
- 579 - 001 Thank you for your comments.
- 579 - 002 Your comment is noted.
- 579 - 003 Your comment is noted.
- 579 - 004 Your comment is noted.
- 580 - 001 Thank you for your comment.

BURKE-GILMAN TRAIL PUBLIC MEETING

6:00 p.m.
 Thursday, July 14, 2016
 Leif Erickson Hall
 2245 Northwest 57th Street
 Seattle, Washington

LINDA WARMUTH, CCR
 NORTHWEST COURT REPORTERS
 1415 Second Avenue, Suite 1107
 Seattle, Washington 98101
 (206) 623-6136
 E-mail: nwcourtreporters@qwest.net

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1 (Proceedings commenced at 7:00 p.m.)
 2 MARGARET NORTON-ARNOLD: So what I'm going to
 3 do is call out the first speaker and then call out the next
 4 two. So you can be on standby up here or just raise your
 5 hand so I know where you are so we're kind of moving
 6 through quickly. We will go through and you'll be asked to
 7 testify in the order that you signed up in. So I will be
 8 calling in that order. The court reporter Linda is here,
 9 as I mentioned in the big room. She is likely to want to
 10 have you spell your name and certainly give your address.
 11 So, again, your part of the formal public record here.

12 Now, this is really complicated so pay attention.
 13 The timing mechanism. Brook, can you demonstrate for us?
 14 When you have three minutes, Brook is going to hold up a
 15 green card. When it's one and a half minutes, she is going
 16 to hold up a yellow card, and when your time is up, it's
 17 red, meaning stop. So be aware of what Brook is doing
 18 here. Don't want to interrupt you and make it be a rude
 19 situation or whatever. But if everyone could stick to the
 20 three minutes, that will be really helpful. And as I said,
 21 downstairs, you don't have to talk all three minutes. You
 22 can talk for a minute or two, if you want.

23 So the first three up are Doug Farr, Jalair Box,
 24 and Bruce Miller. Doug?

25 DOUG FARR: My name is Doug Farr, D-o-u-g,

Letter No. 581

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3

1 F-a-r-r. My address is 830 Northwest 60th Street in
2 Seattle, Washington 98107.

581-001

3 So first off my name is Doug Farr. I am the
4 manager of the Ballard Farmers Market. Im here
5 representing the group that puts on the Ballard Farmers
6 Market. The City did not contact us at all about this. We
7 only found out about it a little bit less than two weeks
8 ago. So we are hitting the ground running for trying to
9 let the public know how the Ballard Avenue works.

581-002

10 First of all, we do want the Burke-Gilman Trail to
11 be complete. We are big supporters of it. And I used the
12 Fremont Sunday Market, and we love the Burke-Gilman Trail.
13 We would love to see it complete.

581-003

14 How would it affect the Ballard Farmers Marker?
15 First off, the construction phase, the farmers market would
16 have to shut down for anywhere from four months up to a
17 year, a year and a half. If you live in the Central
18 District, how that construction has been going. It's over
19 a year overdue and many million dollars incomplete. Our
20 organization would not be able to survive if the farmers
21 market would be shut down for that long of a period.

581-004

22 Second off, 140 different vendors, to 450 to 600
23 different employees, it would affect their income. The
24 market does about four and a half million dollars for our
25 vendors. All of those are small personal families and

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4

1 farmers. They are not corporations. They are just
2 individual people.

581-004

3 The USDA says a multiplier of 1.75 dollars for
4 every dollar spent on the farmers market. That's just
5 businesses, the customers coming down, how would it affect.
6 That equals about \$12,000,000 that is affected by the
7 market to just the local community. We have over a half
8 million people that come to the farmers market each year,
9 over 14,000 every Sunday. That would be shut down during
10 that time frame.

581-005

11 They are saying that there is a possibility of
12 relocation. Look at the construction in Ballard. What's
13 the possibility of that? They're saying that they could
14 possibly put the farmers market back up on Ballard Avenue
15 during the construction. Okay. If we can survive being
16 shut down for six months to a year and then we come back,
17 our market at best would have about 40 percent of what we
18 have now. So it's just not a feasibility.

19 The Ballard Farmers Market with the farmers and
20 what we donate, over \$69,000 goes to the food bank and the
21 women's shelter and difference organizations that we
22 donate. We also work with the low income through the Fresh
23 Bucks program over \$39,000 of people with low income come
24 support the market and buy from the market versus going to
25 Seven Eleven, things like this. We are outreaching and

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1 trying to get people to eat healthy. It has a big impact.
 2 The says City says, well, we can try to make this a
 3 win-win. Our organization, we've had markets of which
 4 we've had to go through construction. We've seen markets
 5 like that. Those markets are no longer in existence.
 6 That's just being an honest fact. I wish I could lie about
 7 it. It's a heavy impact, but that's how it affects the
 8 farmers market.

9 MARGARET NORTON-ARNOLD: Thanks, Doug.

10 DOUG FARR: I would be happy to talk to
 11 anybody afterwards.

12 MARGARET NORTON-ARNOLD: Now, Doug was an
 13 excellent example of three minutes, everyone.

14 And can you leave that -- I saw you, you had some
 15 notes written. If you would like to leave that, and to
 16 anyone: If you have a written piece that you've prepared,
 17 leave that with us, because then that would become part of
 18 the record as well. All right. Thank you.

19 Jalair Box, and then we have Bruce Miller and then
 20 Terry Hendrickson would be up next after that.

21 **Letter No. 582** JALAIR BOX: Jalair Box J-a-l-a-i-r B-o-x.

22 And I serve on the Ballard District Council, for Canal
 23 Station and Canal Station North Condominiums. They are
 24 located on 5440 and 5450 Leary Avenue Northwest.

25 So I'm a bicycle commuter. I don't own a car. I

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1 rent cars on occasion. So I get around by bicycle
 2 primarily. Ballard alternative, my primary concerns are
 3 parking for small businesses, entry and egress of trucks
 4 loading and unloading, especially in the mornings on
 5 Monday, getting into the businesses. Ballard Sunday market
 6 was extremely well covered, so we don't need to talk about
 7 that.

8 It would have been helpful to connect with them,
 9 but that's how it went. Leary alternative -- oh, I also
 10 wanted to say about the Ballard alternative, it's rather
 11 convoluted. I can't really see people doing a zigzag for
 12 the Burke-Gilman Trail. It doesn't seem feasible for me as
 13 a bicyclist.

14 The Leary alternative, I live on Leary Avenue
 15 Northwest, and I'm often on the Ballard Bridge going to and
 16 from work. I was on the Ballard Bridge today. I see kind
 17 of an interesting impact on 15th and Northwest Leary Way
 18 southbound to northbound. As a local transportation
 19 person, I see a lot of traffic impacts there and near
 20 misses at that intersection. That's underneath the Ballard
 21 Bridge. And I think that adding to that with a trail would
 22 add to the dysphoria.

23 The path on the west side entry and egress,
 24 hundreds of vehicles per day from the athletic club from
 25 Ballard landmark and concern about pedestrian crossings.

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581-006

582-001

582-001

582-002

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1 And the main thing is, if you think about distracted
 2 drivers, I'm going to introduce the idea of overstimulated
 3 drivers, cyclists, and pedestrians. So we have that
 4 problem already. Adding to that stimulation with that -- I
 5 don't think it's the right place. I support the Shilshole
 6 South alternative for that reason.

7 I'm also concerned about the level of service at
 8 the intersection of 22nd and Leary and Market where it all
 9 comes and together, and it's already quite a difficult
 10 situation. I know they're looking at alternatives in
 11 different venues that could help with that. I don't like
 12 the idea of pulling back the sidewalk up to 12 feet on the
 13 south side of Market between 22nd and 24th. I'm concerned
 14 about the local restaurants. I don't think they even know
 15 about this, and their ability to have dining on the
 16 sidewalks and the comfortable look and feel for the
 17 pedestrians concerned about the bicyclists, the pedestrian
 18 impacts on Market on the south side of Market, a lot of
 19 bicyclists are not as thoughtful as I am. So thanks very
 20 much.

21 MARGARET NORTON-ARNOLD: Thank you. Bruce
 22 Miller, Terry Hendrickson, and then Craig Hatton.

23 **Letter No. 583** BRUCE MILLER: Bruce Miller, B-r-u-c-e,
 24 M-i-l-l-e-r, 515 North 49th Seattle 98103.

25 My testimony is that, one, I think the environment

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1 impact statement as it exists is inherently flawed and
 2 incomplete, based in part on the fact that as we heard in
 3 the meeting and it's the reason I ask the question about
 4 legislative mandate, a policy decision was made to exclude
 5 anything other than a unified multipurpose pathway through
 6 Ballard. The Burke-Gilman Trail as it was originally
 7 established was on a railroad right-of-way. So there was
 8 wide path of land that was converted into a multiuse trail.
 9 There is nothing in the environmental impact statement that
 10 I found -- and it's long, so I may have missed it, that
 11 inherently talks about the emphasis on safety that we heard
 12 in the meeting was a primary concern.

13 I happen to be an avid cyclist. I've lived in
 14 Seattle since '71. If you cycle in Seattle, you know that
 15 many people avoid the Burke-Gilman Trail. And, in fact,
 16 yesterday I rode where we're talking about. And people
 17 commonly ride towards Golden Gardens and back from the
 18 Golden Gardens on the street rather than defer to the
 19 Burke-Gilman that runs to Golden Gardens.

20 And the reason I avoid the Burke-Gilman Trail when
 21 I can is the parts that are congested pedestrians people
 22 walking their babies, which is fine. I'm not against
 23 babies. They have a right to be there, and I want them to
 24 be there. But people walk three, four abreast on the
 25 trail, and cyclists end up coming into each other head on

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583-002

1 sometimes at 15, 20 miles an hour, closing speed of 30 to
 2 40 miles an hour. And many people walk and ride with ear
 3 buds on, which makes getting attention even more difficult.

4 So one of the -- by failing to include an option
 5 that through an already busy area of Seattle separates
 6 pedestrians and bicycle traffic in a more logical and
 7 complete way, I believe the exclusion of such an option
 8 inherently flaws the environmental impact statement,
 9 because the things that might most affect safety, which is
 10 a primary concern, were left out of consideration. So
 11 there was no environmental impact statement regarding
 12 safety, safety to cyclists, safety to pedestrians.

13 MARGARET NORTON-ARNOLD: Terry Hendrickson,
 14 Craig Hatton, and then Robert Kosara. Terry Hendrickson,
 15 are you here? Are you not here? Okay, we'll come back to
 16 Terry. Craig Hatton, Robert Kosara, and then Stephen Gose.

17 **Letter No. 584** MR. HATTON: Craig Hatton, C-r-a-i-g
 18 H-a-t-t-o-n.

19 I own Hatton Industrial and Machine on Shilshole
 20 Avenue. We employ 50 people. Those are families, working
 21 families. They all have kids. I also own across the
 22 street a couple businesses.

23 We will be impacted by the bicycles on Shilshole
 24 either way. None of my guys or myself want to run into a
 25 bicycle when they come across in front of our business. We

584-001

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584-001

1 have I think four different intersections where we come in
 2 and out with forklifts and trucks and equipment. That is
 3 our main concern. I would like to bring up an alternative
 4 of going up Eighth Avenue where you have trees in the
 5 middle of the road, build your Burke-Gilman Trail up there,
 6 and turn left on 24th and then go all the way to Shilshole.

584-002

7 So that's pretty much it. We are for safety, but
 8 we are a business. We are an industrial business. Putting
 9 bicycles and trucks together is a recipe for disaster.
 10 I've worked down here since 1982 and seen bicycles and
 11 semi-trucks and boat trailers. And it's just -- it would
 12 pain my heart to see someone get hurt and especially when
 13 you see a kid on the back of the bicycle and a semi truck
 14 It's -- you think the bicycle rider is great the truck
 15 driver is great, but bad things happen ear buds and not
 16 paying attention. So that's all I have to say.

584-003

17 MARGARET NORTON-ARNOLD: Thank you. Robert
 18 Kosara, Stephen Gose, and then Michael Marian.

19 **Letter No. 585** MR. KOSARA: It's Robert Kosara, K-o-s-a-r-a.
 20 Address is 3903 Greenwood Avenue North 98103.

585-001

21 I represent myself. I live in Fremont. I use the
 22 trail a lot. I like the trail a lot. I think it's one of
 23 the things that makes Seattle awesome and livable, I run on
 24 the trail; I bike on the trail. I go both from Fremont
 25 towards the University and further out and also to Golden

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585-001

11

1 Gardens. It's a great running route. It's about nine and
 2 a half miles for me, which is very good. And, of course,
 3 to ride my bike to Ballard to either going further also to
 4 Golden Gardens Park or to do things in Ballard, to go see a
 5 movie, go out at night. It's much better than driving
 6 because there's just no parking, and so it's much nicer to
 7 do that.

8 And my concern, though, is that I think we need to
 9 pick the route that's the most direct and the least
 10 complicated. And I just don't see the orange or the purple
 11 routes to be feasible, especially the Ballard version, the
 12 Ballard F1, strikes me as really complicated. And my
 13 concern is that, if we build something that's very
 14 complicated, people will ignore it and will just keep going
 15 on Shilshole. And it makes a lot more sense to me to build
 16 the thing that people will actually use and actually get
 17 the use out of it then build something that comes out some
 18 process, and but it ends of being non-practical. And
 19 that's really I have all I have. Thank you.

20 MARGARET NORTON-ARNOLD: Thank you. Stephen
 21 Gose, G-o-s-e? Did Terry Hendrickson join us yet? Okay.
 22 Michael Marian? All righty then. Craig, I think
 23 Ackermann.

24 MR. ACKERMANN: Here.

25 MARGARET NORTON-ARNOLD: And then we will have

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586-001

12

1 Blake Trak and Jim Walseth.

2 **Letter No. 586** MR. ACKERMANN: Two things. First thing --
 3 and this is public comment, but this is how this situation
 4 situated has affected me and my business. I started a
 5 business in 2007 after the crash. I was unemployed. And I
 6 hook by crook: Got to making naan bread in my backyard.
 7 And then a friend of mine said you just make some side
 8 money at the Fremont market and bring your oven down here.
 9 And that was about eight years go.

10 We now have ten units at ten markets. And I
 11 rebuilt my life after that crash. Five of those years we
 12 tried to get into Ballard. Ballard is the jewel of farmers
 13 markets for so many. This year I got a phone call that
 14 they were making an extension, and we might have an
 15 opportunity. It took all the money that I had, because I
 16 knew if I didn't get in, in this window, we would never get
 17 in.

18 And we built a second unit. Hired seven more
 19 college students. Put it all on the line, but we got in
 20 last week, two weeks ago. It's awesome. So literally
 21 making bread for people and having a great time and
 22 participating in the farmer's market when someone
 23 mentioned: Did you hear about the bike path that might go
 24 through here and change the market completely? You can
 25 imagine. We just got here. Five years. They're going to

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586-001

1 change it. I understand those things. But if the market
 2 changes, it will change everything that I've worked for and
 3 the people that we hire and how we're able to participate
 4 in the community on a ground level. And that will mean the
 5 truth that I will have to accept. The other thing in
 6 paying attention was safety seemed to be the biggest issue.
 7 If there is a way that everyone could win and bicyclists
 8 and pedestrians could be completely safe, I looked into the
 9 elevated bike path or a bikeway. And the EIS did look at
 10 it, and so I asked a little bit more about about that along
 11 Shilshole.

586-002

12 And I do think that, before they dismiss it
 13 completely, that they really -- "they" being the SDOT and
 14 the mayor's office, should review that, because if safety
 15 is honestly the issue, the safest way for everyone to win
 16 is not to mix bicycles and pedestrians but to elevate them
 17 and matter the cost. It doesn't matter.

586-003

18 And an initiative for a project like that could
 19 easily put up and the money could be gathered. But with
 20 that thought in mind, if you want the safest, the safest
 21 option and probably the coolest is an elevated bikeway
 22 along Shilshole with a view. No bikes and trucks --

23 MARGARET NORTON-ARNOLD: Time up.

24 MR. ACKERMANN: Thank you.

25 MARGARET NORTON-ARNOLD: Blake Trask, Jim

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587-001

1 Walseth, and then Casey Gifford. Blake? No Blake? Jim
 2 Walseth?
 3 **Letter No. 587** MR. WALSETH: Jim Walseth, W-a-l-s-e-t-h, 507
 4 North 82nd Street, Seattle. So I'm a 20, 30-year veteran
 5 bike commuter. I also worked in the shipyards scraping
 6 scale off of ships right down in here around 1980 or maybe
 7 it was '79. In that same period I worked construction. I
 8 waited for Salmon Bay trucks to come so we could pour
 9 foundations.

10 So I'm an expert bicycle commuter. I've been five
 11 to 10,000 hours in this family. I feel exceedingly well
 12 qualified to judge which is the best and safest route to
 13 go. The only one that interests me is the natural and
 14 straight line that continues to follow the railroad bed.
 15 This is what has been done for all the rest of the trail
 16 for an obvious reason. This is the natural line. It is a
 17 graded path that has been repurposed and works naturally in
 18 other places in Seattle and around the world. To me it is
 19 patently obvious that this is the way to go. It's the only
 20 thing I am interested in, frankly.

21 Why is it safer? Sight lines. Danger comes from
 22 not being seen. How you survive as a bike commuter is to
 23 be seen. All these other ways have corners and buildings
 24 and trees and all this kind of stuff. This is a great
 25 sight line. And that's why no one has been killed, to my

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1 knowledge, riding on Shilshole so far.
 2 So as far as cement trucks getting where they need
 3 to go, I would submit that a cement truck has never failed
 4 to reach its destination because of a bike path. It's
 5 always because of people driving alone to work in their
 6 cars, okay? So I have to say I think it is a false
 7 dichotomy that putting up a bike lane is contrary to
 8 industry. It works other places, and it could work fine
 9 here. No one that has driven to work here can fail to go
 10 through one more lane of traffic without killing someone.
 11 You shouldn't be driving if you think you can't do to that.
 12 So that's all.

13 MARGARET NORTON-ARNOLD: Thank you, Jim.
 14 Casey Gifford and then Kristin Dubrule. And then then
 15 David Moise and then Shannon Koller. So Casey?

16 **Letter No. 588** CASEY GIFFORD: Casey Gifford, C-a-s-e-y,
 17 G-i-f-f-o-r-d, 4500 Palatine Avenue North, Apartment 203,
 18 Seattle 98103.

19 Just briefly, I am a cyclist. It's my primary way
 20 of getting around. I don't own a car. That said, I don't
 21 feel comfortable biking on Shilshole. I've biked for many
 22 years, but it still makes me really anxious to have cement
 23 trucks right behind me, to have the gravel right there and
 24 door zones and whatnot.

25 So I'm really excited that this might finally get

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1 completed, and so I want to thank the mayor and SDOT for
 2 working on this.

3 I'm in favor also of Shilshole South. It's the
 4 most practical route. It follows the route that most
 5 people want to go. It requires the least amount of hills,
 6 the fewest intersection crossings and, therefore, it is the
 7 safest both from a perceived and actual state.

8 I wanted to mention that the draft EIS discusses
 9 the recreational benefits for people walking and biking,
 10 but there are also great transportation benefits for
 11 walking and biking. It's my primary form of getting around
 12 the city. And so I just want to -- I would hope that the
 13 final EIS addresses that.

14 I also wonder if eight to 12 feet is really wide
 15 enough, particularly given the incredible growth of the
 16 city and Ballard in particular. So I don't know if there
 17 are options for expanding the width of the trail. And
 18 intersections, I would greatly prefer raised crossings so
 19 that vehicles know that they are entering into a pedestrian
 20 and bicycle realm and they need to be aware of people
 21 crossing in that area. Thank you.

22 MARGARET NORTON-ARNOLD: Thank you. Kristin
 23 Dubrule?

24 **Letter No. 589** MR. DUBRULE: Jeff Dubrule, D-u-b-r-u-l-e. I
 25 live at 4603 Meridian Avenue North. I live up in

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1 Wallingford. I bike most every day. I combine it with the
 2 bus to get around. I don't get to Ballard nearly as much
 3 as I would like to. The path just kind of stops, and it's
 4 extremely awkward. I'll sometimes get out as -- maybe
 5 venture as far as like the breweries around 15th, but just
 6 trying to get from there to let's say the farmers market is
 7 pretty awkward.

8 I personally don't think we -- well, we should have
 9 built this years ago. We should have extended the trail so
 10 that it stayed along like the rest of it. The meeting we
 11 should be having now is what we're going to build on Leary,
 12 Ballard, or Shilshole for everyone with a two-way cycle
 13 track, bigger sidewalks.

14 That's what we should be talking about, but we're
 15 not. We have time to make one thing, and we're going to
 16 hear about it again for the next 30 years if we try to
 17 build something else. So we can't shut people off. We
 18 have to build something that gets people to Ballard so they
 19 can get to everything in Ballard. It needs to be safe.

20 My wife over there, due to an unsafe condition on
 21 the University Bridge, slipped and fell and had -- needed
 22 to have \$80,000 worth of surgery to reconstruct her facial
 23 bones. And I hear stories of that all the time on the
 24 tracks. We need to rip those out, build something useful.
 25 The elevated thing is an interesting idea, except you can't

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1 get down to Ballard. That's why we take the trails to get
 2 somewhere. It's not a recreational activity. For some it
 3 is, but for myself, it's because I want to get to Ballard.
 4 I want to enjoy all the stuff that's here. So please just
 5 build it already. Thank you.

6 MARGARET NORTON-ARNOLD: Thanks, Jeff. So
 7 next we have David Moise and then Shannon Koller. Let me
 8 just ask if Terry Hendrickson, Stephen Gose, or Michael
 9 Marian have come into the room?

(No response)

10 **Letter No. 590**

MARGARET NORTON-ARNOLD: Okay.

12 DAVID MOISE: D-a-v-i-d Moise, M-o-i-s-e, 3714
 13 Burke Avenue North 98103. I am a veteran bike commuter, a
 14 member of Cascade, and a ride leader. And my daughter has
 15 scars to show -- not nearly as bad as yours. I'm sorry to
 16 hear about that -- but scars to show the damage that
 17 happens on the railroad tracks along the current missing
 18 link.

19 I'm fortunate that I ride there all the time, and I
 20 haven't fallen yet, but I am deathly afraid of the route.
 21 I am also a supporter -- I was a teacher for my career, and
 22 I'm a supporter of the Ballard industry. I love the fact
 23 that we have industry, that we have the Ballard Market, and
 24 that we have the infrastructure for the marine and the
 25 concrete and everything else.

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19

1 I see no incompatibility with the only alternative.
 2 As previous speakers have shown, the blue alternative is
 3 the only logical alternative. All the other alternatives
 4 are worse in every way. I see no incompatibility with
 5 concrete trucks and with every other business along there.
 6 They exist now with all the cyclists that use Shilshole,
 7 and they don't kill anyone. And they're careful, and they
 8 have to be.

9 If they want to prevent cyclists from riding on the
 10 blue route from Shilshole, then I think they ought to
 11 prevent the motorists as well, because they are far more
 12 dangerous than the trucks and other cyclists. They're less
 13 considerate. They don't signal turns, and therefore they
 14 are -- they'll stop in the bike lane. They'll crowd the
 15 bike lane. And it's just totally unsafe.

16 The fact that the Mickey Mouse railroad is not used
 17 is a poor excuse and just a political excuse for preventing
 18 what has to be there. And it could be made compatible if
 19 they really wanted a railroad right-of-way through there
 20 with a bike lane. I see it as the only alternative, the
 21 only safe alternative, and totally compatible with the very
 22 valuable industry that we have in Seattle. Thank you.

23 MARGARET NORTON-ARNOLD: Thank you. Shannon
 24 Koller?

25 SHANNON KOLLER: Hi. Shannon Koller, Shannon

Letter No. 591

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20

1 with three N's, K-o-l-l-e-r, 7515 22nd Avenue Northwest in
 2 Seattle 98117.

3 Thanks to SDOT for allowing this opportunity for
 4 public comment. We really appreciate it and all the work
 5 that has been done up until this point.

6 I am a Ballard parent who uses my bike as my main
 7 means of transportation every day. And I've ridden the
 8 missing link hundreds of times. And like many people in
 9 this room, I have also taken a spill and have been injured,
 10 so I literally and figuratively have skin in the game.

11 And there is just no question that this area is a
 12 hazard, and there is no question that we can do better.
 13 The no-build option is not an option. There is no need to
 14 delay. The South Shilshole option provides the most
 15 direct, the safest route, and that could maintain the
 16 integrity of the trail experience.

17 In my professional life, I direct educational
 18 programs at the Cascade Bicycle Club, which includes summer
 19 camps for kids. This week we're hosting 12- to
 20 14-year-olds, and they get to choose where they want to go
 21 in the city. They look at the map, and with their
 22 instructors, they decide on the safest, least worst route
 23 to get there.

24 And what they chose today was to go from Magnuson
 25 Park to the Ballard Locks, which puts them right on the

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1 missing link. So I had an opportunity to debrief with
 2 them, because I promise I didn't tell them to go there.
 3 They just chose this route on their own. And I had the
 4 opportunity to debrief with them afterwards about what
 5 their experience was like, and they've given me permission
 6 to share their comments today. And I really wish that they
 7 were here tonight, because I think it's so important to
 8 give voice to youth. I mean the people who use this trail,
 9 they aren't just cyclists who go like 15 to 20 miles an
 10 hour. These are everyday people who just want to get to
 11 where they're going.

12 And so here's what they said about their experience
 13 riding on Shilshole: "It scared me." "It's such a busy
 14 road." "Cars were too close to me." "It felt not very
 15 safe." "Cars got way too close. "That was kind of scary."
 16 And because they were taking the lane as they were getting
 17 there, they said, "There was a big lines of cars behind
 18 me."

19 So I just want to be clear. We weren't terrifying
 20 them the whole way. You know, they were riding on the
 21 Burke-Gilman Trail. This is 1.5 miles of their experience.
 22 But this is unacceptable. It's unacceptable that the least
 23 worst way to their destination elicits this type of
 24 response from kids who are learning how to navigate their
 25 streets safely. This is what we're trying to teach them.

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1 So I also asked them the question: What would have
 2 made this a better experience for you? And one kid said a
 3 separated bike lane. And a 12-year-old said -- this is my
 4 favorite comment -- "What if there is a separate path for
 5 people walking and biking? What if the trail just
 6 continued." A 12-year-old said this today. So that to me
 7 is the South Shilshole option. It's safe. It's simple.
 8 It's connected, and it preserves the farmers market as
 9 well, and we can't wait. Thank you.

10 MARGARET NORTON-ARNOLD: Thank you. Okay. We
 11 have time if other people want to sign up to speak. I'm
 12 going to put this if the back. And if anyone wants to sign
 13 up, we'll just kind of hang out here and wait for a few
 14 minutes. If you would like to speak, you're more than
 15 welcome to.

16 MARGARET NORTON-ARNOLD: In the meantime, do
 17 we have Terry, Stephen, or Blake? Okay.

18 Rudy Pantoja, you're next, and then it will be Jim
 19 Peschel, it looks like, and then Millie Magner.

20 **Letter No. 592** RUDY PANTOJA, JR: Hi. My name is Rudy
 21 Pantoja, Jr., P-a-n-t-o-j-a , 2400 Northwest 80th, No. 171,
 22 Seattle, Washington 98117.

23 I grew up here in the neighborhood familiar with
 24 Salmon Bay Sand and Gravel. I know the routes, the
 25 shortcuts in the neighborhood. Shilshole is a dumb idea

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1 because of the freight trucking. Shilshole, the business,
 2 the community down there creates a ginormous amount of
 3 money for the City of Seattle, maybe second to downtown. I
 4 can't remember. It's pretty close with the amount of
 5 industry that's down there along the water, ships, boats.

592-002

6 I really believe that in my experience living here
 7 in the neighborhood for over 40 years Ballard Avenue is the
 8 way to go. And I think the farmers market can be moved to
 9 a better location, if that's an issue. Or what you can do
 10 is have the farmers market go around the block and then get
 11 back on the trail on Sundays. But Shilshole Avenue, trying
 12 to pull out, get into traffic, is really difficult,
 13 dangerous for not just the young but the not-so-young and
 14 for us people that frequent the industries down there. So
 15 if we want the trail down there, then we should maybe ask
 16 Salmon Bay Sand and Gravel to move.

592-003

17 Forget Salmon Bay Sand and Gravel, forget that tax
 18 base. Let's go ahead and put in the trail and put in a
 19 great big green space and have Salmon Bay Sand and Gravel
 20 leave the city or leave our neighborhood. They create so
 21 much wealth to the Ballard community, it's overwhelming.
 22 Again, that's our anchor that creates so many jobs, so much
 23 money for the young and not-so-young. Ballard Avenue,
 24 babycakes, like Kojack would say.

25 And I really believe the farmers market needs to be

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1 not so selfish because. It's not about them. It's about
 2 jobs that are sustainable here in our community. The
 3 people that work in Salmon Bay live in our community and
 4 have worked hard in our community to build this community.
 5 Salmon Bay is second to none and -- but I say, if you want
 6 the trail, Salmon Bay, boom, kick them out of the city.
 7 So, anyway, that's my stance. It's English, no Español.

8 MARGARET NORTON-ARNOLD: Thank you, Rudy.

9 MR. PANTOJA, JR: Thank you.

10 MARGARET NORTON-ARNOLD: Jim Peschel and then
 11 Milly Magner. Go ahead, Jim.

12 **Letter No. 594** MR. PESCHEL: I'm Jim Peschel, P-e-s-c-h-e-l.
 13 I live at 6730 Seventh Avenue Northwest, Seattle 98117.

594-001

14 So as you can see, I'm a father that bikes
 15 regularly. I commute. It's my primary commuting way to
 16 work. I ride from Ballard currently to South Lake Union,
 17 but I work at Foss Maritime, which is on the Ballard Ship
 18 Canal. And my preferred alternative is the Shilshole South
 19 alternative, because it would be very similar to the work
 20 we recently did on the other side of the ship canal right
 21 past my work.

22 We are a heavy industrial ship building facility
 23 with trucks coming in and out, and we've had zero conflicts
 24 with trucks and bikers because of the proper signage that
 25 was put up, striping on the pathway, lights. And we've had

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1 zero impact.
 2 We are not the only business there. There's the
 3 college there. There's ourselves. There's a woodworking,
 4 a wood distribution center. There is a Bucky Pillows.
 5 There's a coffee company, Zoka Coffee. There's all the
 6 fishery processing right under the Ballard Bridge. As far
 7 as I know, we've had zero conflicts between trucks and bike
 8 users.

9 I am very aware of the arguments that Warren
 10 Aakervik of Ballard Oil and Doug Dixon at Pacific Fisherman
 11 have said about doubling their insurance rates. Our rates
 12 never doubled. I don't know where they get the number.
 13 But rates don't double because of putting in a bike lane.
 14 In fact, it makes better sight lines, better pull-outs for
 15 trucks, so it's still compatible.

16 I really liked your comment about the integrity of
 17 the experience. I ride my bike on the Burke every day
 18 going along the ship canal. Going here up into the city
 19 and taking the city streets would be an alternative, but
 20 having a bike path that stays kind of out of the streets is
 21 my preferred alternative (indicating).

22 What do you think, Dorothy?

23 (Dorothy nods head.)

24 We ride to Ballard Boys and Girls Club, and then I
 25 keep going to work. Thank you.

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Letter No. 595

1 MILLER MAGNER: I do want to thank you for
 2 giving us this opportunity to speak today. My name is
 3 Millie Magner. That's M-i-l-l-i-e, M-a-g-n-e-r, just like
 4 the Irish cider. I live at 4228 28th Place West 98199.

5 If somebody had told me that my run at the Seattle
 6 Bike Examiner would end before this trail is complete, I
 7 would have never believed it. But sadly Examiner.com has
 8 shut down, and I didn't get to write about the completed
 9 Burke Gilman Trail to add to my collection of bicycle
 10 stories.

11 I am an avid bicyclist. I've bicycled all my life.
 12 I bike the Burke from the Sammamish and further, all the
 13 way to Golden Gardens, and I will continue to ride that
 14 route, even though I no longer will be writing about that
 15 route.

16 If we look at the options of just briefly an
 17 overview: No build, totally inconsistent with our future
 18 plans, and I would like to remind us again, we're not
 19 building this for us. We're being this for the evolving
 20 Seattle. Seven generations, the Native Americans say, and
 21 that is who this is for.

22 The south only has four main intersections, the
 23 other three, 13 to 16. Trucks travel on Leary Way. So
 24 let's look at this long history of this vision since the
 25 '60s with Senator Magnuson to take a railroad bed that

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595-002

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1 stretched from one end to the other and make it a dedicated
 2 multiuse trail. This is a hall of fame blue ribbon Rails
 3 to Trails bike path, multiuse trail. The best line,
 4 integrity, efficiency, safety even, I submit, is the blue
 5 line, please, for future generations, not just for me.
 6 Choose the blue line.

7 MARGARET NORTON-ARNOLD: Okay. That comes to
 8 the end of folks who have signed up. Does anyone else want
 9 to sign up and speak?

10 MATT STEVENSON: I would like to sign up.

11 **Letter No. 596** MARGARET NORTON-ARNOLD: Okay.

12 MATT STEVENSON: My name is Matt Stevenson,
 13 S-t-e-v-e-n-s-o-n. I live at 355 Northwest 47th Street in
 14 Seattle 98107.

596-001

15 I came to Seattle in 1996, 20 years ago, to study
 16 urban planning. This is when I first heard about the
 17 missing link. Since then, I have finished my master's
 18 degree. I've lived in Canada for two years. I've lived in
 19 Utah for two years. I've lived in Belize for one year.
 20 I've had two children. I started a business, and I built a
 21 backyard cottage in my yard, and it's still not finished.
 22 And I don't understand why. It doesn't make any sense to
 23 me.

24 So now is the time to get this finished. The south
 25 alternative, the blue line, makes the most sense to me for

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1 all of the reasons that the people who spoke before me have
 2 stated. It provides the most direct connection to the
 3 existing trail, the fewest intersection crossings, and all
 4 the other reasons that were given.

5 I would love for my children to be able to ride the
 6 Burke-Gilman from our house to Golden Gardens before they
 7 can give a list like the one I just gave. So I just want
 8 to encourage the City to make this happen. If you need to
 9 use eminent domain, use eminent domain. It's been too long
 10 to continue this process. We've listened to everyone.
 11 Every possible argument against this has been made. There
 12 is no more argument to make. Just build it. That's all I
 13 have to say. Thank you.

14 MARGARET NORTON-ARNOLD: Jordan Lowe?
 15 **Letter No. 597**

JORDAN LOWE: Yes. J-o-r-d-a-n, L-o-w-e at
 16 2817 30th Avenue South 98144.

597-001

17 So it's my understanding and from reading the
 18 placard down in the main presentation room about the
 19 history of this project that the reason that it's been
 20 taking so long was because of a series of appeals,
 21 particularly by the industrial interests.

22 So personally I would like to say I'm very
 23 disappointed in those industrial interests for not acting
 24 in the best interests of the people of Seattle. And also,
 25 in light of all of the information that has been shared

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1 throughout the planning process from the scoping period and
2 from the overwhelming testimony that I've heard today, is
3 that everybody is in favor of the Shilshole Avenue route.

4 And I understand that the Seattle DOT is not to
5 blame for a lot of the aspects of this process and that
6 there are a lot of other parties involved. But I would
7 just like to say that I do hope that the City will stand up
8 to any opposing interests and act in the best interest of
9 cyclists and the community of Seattle.

10 MARGARET NORTON-ARNOLD: Okay. Anyone else?
11 Okay. Thanks everyone.

12 (Proceedings concluded at 8:00 p.m.)
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- 581 - 001 Thank you for your comments.
- 581 - 002 Your comment is noted.
- 581 - 003 Your comment is noted. The Preferred Alternative does not travel along Ballard Ave NW and would not result in any impacts to the Farmer's Market.
- 581 - 004 Your comments are noted.
- 581 - 005 Your comment is noted.
- 581 - 006 Your comment is noted.
- 582 - 001 Thank you for your comments.
- 582 - 002 Your comments are noted.
- 582 - 003 Your comments are noted. Please refer to Chapter 7 for updated level of service (LOS) information.
- 583 - 001 Thank you for your comment. As described in Section 1.2 of the Final EIS, the objective of the project is to maintain the Burke-Gilman Trail as a multi-use facility.
- 583 - 002 Please refer to Section 1.7.1 of the FEIS for a discussion of roadway design and safety considerations.
- 584 - 001 Thank you for your comments.
- 584 - 002 Your comment is noted. Please refer to Section 1.4.2 of the FEIS for a discussion of the selection process for the Preferred Alternative.
- 584 - 003 Your comment is noted.
- 585 - 001 Thank you for your comments.
- 586 - 001 Thank you for your comments.
- 586 - 002 Your comment is noted.
- 586 - 003 An elevated bikeway was determined infeasible not only due to cost, but also because there is insufficient space to construct such a structure. Please refer to Section 1.9 of the Final EIS for further discussion.
- 587 - 001 Thank you for your comments.
- 587 - 002 Your comment is noted.
- 588 - 001 Thank you for your comments.
- 588 - 002 Section 7.2.5 of the FEIS describes the nonmotorized use in the project area. It is noted that the BGT is used by a variety of nonmotorized users, including commuters.
- 588 - 003 Please see Section 1.7.1, Roadway Design and Safety Considerations for detailed discussion about the design of the trail and the various features that are being considered to reduce potential conflicts.
- 589 - 001 Thank you for your comment.
- 590 - 001 Thank you for your comments.
- 591 - 001 Thank you for your comments.
- 591 - 002 Your comment is noted.
- 592 - 001 Thank you for your comments.
- 592 - 002 Your comment is noted.
- 592 - 003 Your comment is noted.
- 592 - 004 Your comment is noted.
- 594 - 001 Thank you for your comments.
- 594 - 002 Your comment is noted.
- 594 - 003 Your comment is noted.
- 595 - 001 Thank you for your comments.
- 595 - 002 Your comment is noted.
- 596 - 001 Thank you for your comment.
- 597 - 001 Thank you for your comments.
- 597 - 002 Your comment is noted.

BURKE-GILMAN TRAIL PUBLIC MEETING

10:30 a.m.
 Saturday, July 16, 2016
 Leif Erickson Hall
 2245 Northwest 57th Street
 Seattle, Washington

LINDA WARMUTH, CCR
 NORTHWEST COURT REPORTERS
 1415 Second Avenue, Suite 1107
 Seattle, Washington 98101
 (206) 623-6136
 E-mail: nwcourtreporters@qwest.net

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Letter No. 598 2

1 (Proceedings commenced at 11:21 a.m.)

2 MARGARET NORTON-ARNOLD: We have Marcia

3 Holiday, Doug Farr, and Lee Bruch.

4 MARCIA HOLIDAY: Marcia Holiday. The spelling

5 is M-a-r-c-i-a and "Holiday." 13508 Wigen Road, Lynnwood

6 98087.

7 I am part of the founder group of the Fremont

8 Sunday market, and I briefly want to address the issue of

9 the Ballard Farmers Market from the point of view of

10 someone who lived through a construction project with a

11 market during the time that Fremont was going through major

12 construction. We lost 60 percent of our membership and

13 about 80 percent of our customer base. We almost lost the

14 market, and that was with vendors who have static goods

15 they can bring back down the next week. With farmers, they

16 don't have that option. So it really is a very critical

17 blow. If the Ballard Farmers Market had to move or shut

18 down for even a month, the farmers will go to other

19 markets. There are other markets available on Sundays.

20 And it would be a shame to me to lose that fantastic

21 resource and the fact that Ballard has built an iconic

22 farmers market. And this would be really painful, not to

23 mention the configuration and the difficulties of trying to

24 rebuild after the construction.

25 But my main concern is as a user of the

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1 Burke-Gilman Trail, my husband and I regularly walk on it.
 2 We walk past Ashland Cement -- I think that's the name --
 3 or Concrete -- and Fred Meyer without any problem. So
 4 we're familiar with what happens when the trail goes
 5 through an industrial area. And my concern really is about
 6 the fact that there are already a huge number of people
 7 that use the Shilshole corridor for commuting, and it's not
 8 safe.

9 But the bottom line is just because you put the
 10 trail through Ballard Avenue or Leary Avenue doesn't mean
 11 those people are going to change. That's like asking a
 12 leopard to change its spots. These people are trying to
 13 get to work in a safe and direct route. So if they're
 14 going to keep going down that anyway, I just don't
 15 understand why we don't want to make that route safer for
 16 everyone and look at best ways to work with the industry
 17 and the commuters and make that a safe path.

18 And I really challenge the City and the
 19 Environmental Impact Study to look at the numbers. It was
 20 brought up earlier, look at the numbers of people that are
 21 already traveling on these various routes and say which one
 22 already has the most traffic. That's the one that should
 23 be made safest. Trying to ask people to go up and cross
 24 Market Avenue twice, you're not going to get commuters to
 25 do that. So let's be real, and let's look at best case

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1 scenarios for people that are already using that trail.
 2 Thank you.

3 MS. NORTON-ARNOLD: Thank you. Doug Farr?
 4 **Letter No. 599**

5 DOUG FARR: My name is Doug Farr, D-o-u-g
 6 F-a-r-r. I'm also the general manager of the Ballard
 7 Farmers Market.

8 On Thursday I gave a lot of statistics. I'm just
 9 going to very briefly go over them. 140 vendors come to
 10 the market. It affects approximately 450 to 500 plus
 11 employees. Most of those get about a third to three
 12 quarters their income just coming from that market. The
 13 dollar impact of what the market has on those businesses as
 14 well as on the local businesses of the Ballard Market is a
 15 little over \$12 million.

16 The City states that the market would temporarily
 17 close and/or be relocated. With all the construction in
 18 Ballard, there really isn't a place in which the market
 19 could go in Ballard as well as be able to start over as a
 20 market. It would almost be impossible.

21 If we could close down, the City says it would
 22 approximately be for a few months. Well, we look at the
 23 Central District, which is a year to two years overdue, and
 24 now they're having to pay millions of dollars to keep those
 25 businesses surviving. I don't think they could possibly
 take care of 140 small farmers, as well as the market while

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1 this business -- if the market shuts down for a year to two
2 years.

3 Second off, when we would come back, we would only
4 be a fourth to a third of the size of which we are trying
5 to work in that location, as well as having to rebuild it.
6 It's almost impossible. We have over a half million people
7 come to the market, and we have about \$39,000 that we
8 donate to the food bank as well as to the women's shelter
9 and other causes like that, as well as there are a lot of
10 low-income people that come to the market. We have an
11 outreach program where we really try to get people that are
12 using their EBTs to come to the market and eat fresh, local
13 foods versus they would not have that resource and stuff
14 like that.

15 We are a very strong supporter of completing this
16 trail. It's long overdue. The City does need to just come
17 up with the final decision. However, as a safety factor,
18 the lowest route option, Shilshole South, only has four
19 intersections, whereas the Ballard Avenue has 16
20 intersections. Now, if I was a father pushing a stroller
21 or taking my children, I don't want to go across 16
22 intersections across many big streets and things like this.
23 And if I was a biker, I would just avoid going the 16
24 intersections and continue going down Shilshole South,
25 which is what they do now.

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1 The only reason Shilshole South is such a hazard
2 right now is because those tracks have never been improved,
3 the have streets have never been improved. The bikers are
4 still using it, but by making the defined route, there will
5 be a burden to protect the bikers. There will protection
6 for them versus -- and defined driveways and stuff. There
7 really is one choice. My personal -- I support the City in
8 the original choice, and I would like to see it completed.

9 MS. NORTON-ARNOLD: Thank you. Lee Bruch and
10 then Becky Taylor will be next after Lee. Go ahead, Lee.
11 **Letter No. 600** LEE BRUCH: I'm Lee Bruch, Lee, B-r-u-c-h.
12 And I live at 8018 Meridian Avenue North in Seattle 98103.

13 My primary concern is safety on the route. No
14 build or further delay are not options. As the Seattle
15 Times reported this morning, the City just did a \$3.5
16 million settlement with a bicyclist who was injured on
17 Second Avenue because of the failure of the City to provide
18 good safe access. The State Appeals Court ruled in a case
19 in Port Orchard and awarded a judgment in favor of an
20 injured bicyclist and, quote, Cycling is a mode of ordinary
21 travel and therefore the City has a duty to maintain its
22 roads for bicycle travel.

23 The south option in my view is the only option that
24 fulfills the City's duty to maintain a safe road for
25 bicycle travel. The roads along Market involve far more

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1 crossings with a history of far more collisions and
 2 injuries. Additionally, it would create unresolvable
 3 conflicts with users of the businesses and the farmers
 4 market along those routes.

600-002

5 The route on Northwest 56th is too far out of the
 6 way. Many users, including myself, would continue using
 7 Shilshole. We would continue to delay traffic on that
 8 route and expose the City and others to continued
 9 liability.

600-003

10 In the industrial area, most of the potential for
 11 collisions involves commercial drivers. I trust those
 12 professional drivers to be safer than the average common
 13 driver that a bicycle would interact with on the other
 14 routes. Therefore, I prefer the South Shilshole option.

15 MARGARET NORTON-ARNOLD: Thank you, Lee.

16 Becky Taylor and then after Becky will be Brian Estes. Go
 17 ahead, Becky.

18 **Letter No. 601** BECKY TAYLOR: Becky Taylor, B-e-c-k-y
 19 T-a-y-l-o-r, 3608 Northwest 65th Court 98117.

601-001

20 I'm a regular commuter. I ride the Burke and on
 21 Shilshole every day. It is not safe. It is a known threat
 22 to public safety, and the City has been negligent in not
 23 fixing it. There are no shoulders on the road. There is
 24 plenty of room to put a shoulder. There is one sign about
 25 pedestrian and bike safety, and it has a no red, no bike

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1 sticker on it.

2 The Shilshole Avenue South or potentially the north
 3 road are the only safe, viable options. The EIS need to
 4 look more closely at safety and find a way to assess that
 5 objectively that isn't just -- that's a personal preference
 6 issue, because there is data around crossings and the
 7 impact on safety. The Ballard Avenue option presents an
 8 untenable impact to the farmers market, and, frankly,
 9 bicyclists won't use either of those two options. So you
 10 haven't solved the safety problem.

601-002

11 We also in the environment impact statement need to
 12 consider that, when we say what is best for mobility, all
 13 options are not equally two thumbs up. One option is
 14 clearly preferred by users, and that should be reflected in
 15 the Environmental Impact Statement that these are not all
 16 created equally good. And the EIS folks should find a way
 17 to put some data behind that. That is knowable based on
 18 the preferences of the users, based on the number of users.

601-003

19 And the only other factor I would say to consider
 20 would be the personal safety impacts of putting the bike
 21 trail along a fairly desolate, unused section of 54th. And
 22 so looking at that as a female bicyclist who rides in the
 23 dark all the time, making sure that that's a safe area. It
 24 goes by what's currently some of the City's homeless
 25 encampments, and it's also pretty darn dark down there.

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1 Leary Avenue also untenable due to the impact on
2 the transit, intersection delays, and freight. And let's
3 build it soon.

4 MARGARET NORTON-ARNOLD: Thanks, Becky. If
5 you're just joining us and you do want to speak, please
6 sign up in the back. There's a signup sheet there. I'll
7 call your name in the order in which you've signed in.

8 So you look like you might be Brian.

9 BRIAN ESTES: Yes.

10 MARGARET NORTON-ARNOLD: And next will be Bob
11 Edmiston.

12 **Letter No. 602** BRIAN ESTES: Brian Estes, B-r-i-a-n, Estes,
13 E-s-t-e-s, 2033 Second Avenue, Seattle 98121.

14 I'm Brian Estes, a downtown resident. I bike
15 throughout Seattle. My son lives in Ballard and bikes from
16 an apartment three blocks from here to the U District every
17 weekday riding on Shilshole and under the Ballard Bridge.
18 He has seen numerous crashes by people who bike across the
19 tracks under the Ballard Bridge, some of whom appear to be
20 serious injuries.

21 The South Shilshole route for the missing link is
22 the only alternative. It's head and shoulders above the
23 other three alternatives in terms of safety. It's a
24 continuous route that completes the trail system through
25 Ballard to Golden Gardens. Safety for those walking,

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1 bicycling, or skating should be our primary concern, and
2 the South Shilshole route provides that. Achieving the
3 goals of reducing serious injuries and deaths through
4 Seattle's Vision Program is an important objective, and the
5 Shilshole South route seems to make the most sense in
6 achieving those goals.

7 The many benefits of the South Shilshole route far
8 outweigh the other alternatives. It's the most direct
9 route with the fewest turns and involves crossing only four
10 intersections. It has the best sight lines for driveways,
11 and it is the shortest distance.

12 Completing the missing link through South Shilshole
13 would also be good for retail and other businesses in
14 Ballard. Several national studies have documented that
15 people who ride by bike tend to stay longer and spend more
16 money per person than those who arrive by car. And as the
17 Pronto bike system expands, it will likely include bike
18 stations supporting biking from the cruise ship terminals
19 in Magnolia to the locks and Golden Gardens, and we want a
20 safe route and safe biking experience for them.

21 One concern I have with the methodology of the EIS
22 concerns safety, as mentioned in Chapter 7 on
23 transportation. I believe it may seriously undercount
24 injuries to people walking and biking because it relies
25 only on collision data. I presume this data was collected

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1 by the Seattle Police Department. However, SDOT has access
 2 to data on injuries, including serious injuries, from
 3 Seattle Fire's EMS program, and these typically include
 4 incidents not considered collisions and hence do not
 5 require an SPD response. I suggest the final EIS
 6 incorporates data from Seattle's EMS program related to EMS
 7 and calling in the study area.

8 I did talk to a consultant during this meeting, and
 9 she said they did address that data, but it's in an
 10 appendix. I think it should be pulled into chapter 7 and
 11 called out so we have a more comprehensive view of injury
 12 in the study area.

13 In closing, the taxpayers have spent far too much
 14 money studying and responding to litigation on this issue.
 15 The Shilshole South route is a clear alternative that would
 16 benefit all of Seattle and all those throughout the region
 17 using our great regional trail system. Enough talk. Let's
 18 just finish it.

19 MARGARET NORTON-ARNOLD: Thank you, Brian.
 20 Bob Edmiston is next, and then Jen Goldman after Bob.

21 **Letter No. 603** BOB EDMISTON: Hi. My name is Bob Edmiston,
 22 E-d-m-i-s-t-o-n. I live at 1524 41st Avenue East Seattle
 23 98112.

24 So the reason I'm here is because I, like many
 25 people, have crashed on railroad tracks in Seattle. I went

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1 down on the light rail tracks on Jackson and broke my
 2 collarbone into three pieces, and it required two surgeries
 3 and about \$75,000 in medical expenses. But fortunately at
 4 the time I had double insurance so it wasn't a personal
 5 hardship. But for many people, medical bills and these
 6 kind of things are a real hardship. So the Burke-Gilman
 7 Trail missing link, like what happened to me, is one of
 8 those crashes where I will not exist in anybody's database.
 9 There is no police report. There is no fire report. I had
 10 somebody drive me to the hospital. And many people who
 11 have crashed on this missing link are not in anybody's
 12 database. They're not in fire. They're not in EMS.
 13 Perhaps the hospital, but many people get injured and
 14 injured badly who are never reported.

15 So when looking at that crash data, it's important
 16 to think about the unknown multiplier effect that we don't
 17 know. Is it ten times? Is it four times? Is it 12 times
 18 that number of people who have been hurt and are hurt every
 19 year while we wait for this? So I think completing one of
 20 these is a huge opportunity for safety for people in our
 21 city.

22 And I work for Seattle Neighborhood Greenways, and
 23 we advocate for a connected network of safe routes
 24 throughout our city. And when we're looking at routes like
 25 here, there's pros and cons to every alternative, but we

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1 typically advocate for the routes that are the most direct,
 2 that have the least traffic and the least interactions with
 3 other drivers. And it looks like the lower down you go on
 4 this list, you have routes that are more direct, less
 5 intersections, less interactions with other traffic and
 6 that are more predictable and appropriate for people of all
 7 ages and abilities. And all of these routes can get to the
 8 Ballard Farmers Market or these businesses almost equally
 9 well.

10 So biasing this towards safety I think would really
 11 help our network and connectivity between the green ways as
 12 well as the Burke-Gilman Trail in either direction and
 13 completing it would also mean that the businesses along
 14 here would have commercial viability far beyond what they
 15 have today, because they could access the customers east of
 16 Ballard and have safe ways for entire families and friends
 17 and people who aren't even biking today or walking to go to
 18 these businesses and spend more time, and that's just good
 19 for everybody. So thank you.

20 MARGARET NORTON-ARNOLD: Thank you.

21 Jen Goldman, and then after Jen, Gregory Lyle. And
 22 then this will get through the list of people who signed up
 23 so far. If you do want to speak, just sign in, in the back
 24 and we'll put you in the cue here.

25 JENNIFER GOLDMAN: Jennifer Goldman,

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Letter No. 604
 1 J-e-n-n-i-f-e-r, G-o-l-d-m-a-n. The address is 3808
 2 Northeast 55th Street.

3 I wanted to come today to make sure that a
 4 significant group of trail users was represented. There's
 5 thousands of families who are using the Burke-Gilman Trail
 6 all the time. When my daughter first learned how to ride a
 7 bike, she said I want to ride to Golden Gardens, and she
 8 can't safely do that. We do it as a family, and it's
 9 challenging and scary to go on the trail as it currently
 10 is. So when people are counting how people are getting
 11 through Ballard, they're not counting us often because
 12 we're rarely there. It's not a place that is pleasant for
 13 us to go to and not a place I feel secure taking my
 14 children. When I rode to the meeting today, there were
 15 times where we had to be sharing the road with garbage
 16 trucks passing us without any lane separation and things
 17 like that. So that's something that needs to be rectified.

18 As far as I can tell, a safe solution has been
 19 present and studied since I was in elementary school. And
 20 in this meeting today, I'm just hoping that my son is not
 21 wrangling his toddler at a meeting to try to figure out how
 22 to build it some day. What I see is that as a family that
 23 does not own a car, one thing that we're also missing is
 24 the environmental impact of people who aren't continuing to
 25 drive and not using the trail because they don't see a safe

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1 alternative for their families. They don't see a safe way
2 to get to work on the trail as it currently is. And I'm
3 hoping that that is sometimes that can be changed.

4 And looking at the alternatives as someone who
5 rides with kids that have a hard time with hills -- I might
6 have a couple kids on my bike myself -- I can certainly see
7 how Shilshole South is a wonderful spot to build without
8 having to climb up into Ballard, and I think that that's
9 something that we need to consider. Frankly, all of the
10 alternatives will get me and my family to the businesses in
11 Ballard more. They all look like they would make it a more
12 pleasant place to be.

13 But the number of road crossings is a significant
14 safety issue for us as well. So when I look at how I'm
15 going to guide a six-year-old, a five-year-old through the
16 intersection with this guy on my bike (indicating), then I
17 think do I want to do that 16 times? because each one of
18 those is a potential point of conflict where I'm safely
19 coaching my kids on how to go to through. So that's
20 something where having an alternative which is more like
21 the existing trail that still goes through areas where
22 there is various businesses and industries and we're able
23 to cross through there is something that I see an advantage
24 of as fewer rail crossings.

25 The last thing I want to say is keep in mind there

604-001

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1 is a huge contingent of folks like me. It's just hard for
2 us to make it to meetings.

3 MARGARET NORTON-ARNOLD: Thank you. Gregory
4 Lyle?

5 **Letter No. 605** GREGORY LYLE: Hi. Gregory Lyle, L-y-l-e,
6 4711 Shilshole Avenue Northwest, Seattle.

7 I represent Ballard Mill Properties. We probably
8 have the largest section of property from 15th to 20th
9 along the South Shilshole route. Family has owned it since
10 1889. So we are deeply committed to Seattle, and we
11 support the completion of the missing link of the
12 Burke-Gilman Trail.

13 However, I have grave reservations about the South
14 Shilshole Avenue route, which is the logical route, without
15 removal of the railroad tracks. The proposal in front of
16 our property, there are sections with two railroad tracks
17 with sidings. We were one of the four original users of
18 the Ballard Terminal Railroad. We do not use it anymore.
19 We do not want it. It should be removed.

20 The problem is there is a lease with the Ballard
21 Terminal Railroad that runs to 2026. Until that time, it
22 can only be removed if the number of carload deliveries
23 falls below 30 carloads per year. Tracks can be relocated,
24 but the tracks must be continuous.

25 We've worked with former mayor Greg Nickels a long

604-003

605-001

605-002

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1 time. He proposed the Ballard Avenue route as a temporary
 2 route. And we support it as a temporary route until 2026,
 3 unless the Ballard Terminal Railroad can be removed
 4 immediately. Without removal of those railroad tracks, the
 5 South Shilshole route will be very dangerous. We have nine
 6 crossings. We have many buildings, three where they are
 7 proposing to put the trail right next to the building. One
 8 of those access routes serves five acres of property. When
 9 ships are in, we have semis going in and out. You cannot
 10 see the trail without putting the semi across the track or
 11 a car.

12 So I want to go on record and tell the City they
 13 should not assume this liability. I can guarantee someone
 14 will be killed if they use the South Shilshole route
 15 without removing the railroad tracks. You'll have an
 16 excellent trail once they're removed. It will be
 17 wonderful. It will be like Westlake where you have
 18 parking, you have bike trail, everything is done safely.
 19 Without removal of the railroad tracks, it's halfway, and
 20 it will be dangerous, and someone will be killed.

21 Mayor Nickels came up with a temporary solution.
 22 And I know that sounds bad. We don't want to go up Ballard
 23 Avenue, but 2026 isn't that far away if the City will be
 24 firmly committed to the Shilshole Avenue route ultimately.

25 MARGARET NORTON-ARNOLD: Why don't you leave

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1 that. And this is for anybody who actually typed something
 2 up: If you leave it with me, this will also make it part
 3 of the formal record.

4 GREGORY LYLE: Thank you.

5 MARGARET NORTON-ARNOLD: Thank you. Anyone
 6 else signed up in back? Does anyone else want to speak?

7 **Letter No. 606** (No response.)

8 MARGARET NORTON-ARNOLD: We're just going to
 9 hang out here. So if anybody changes their minds, we're
 10 here. Thank you, everybody.

11 (Break in speakers from 11:47 a.m. to 12:02 p.m.)

12 ALICE ROYER: My name is Alice Royer,
 13 R-o-y-e-r, 508 Northwest 43rd Street, Seattle.

14 I would like an extension of the Burke-Gilman Trail
 15 because I ride on it all the time. And it's a drag to have
 16 to get off at one place, actually, where it's now no longer
 17 safe and then go to the next part, which is way further
 18 down. And I much prefer to ride on bicycle paths because
 19 streets are sometimes dangerous, and sidewalks, sometimes
 20 people get angry. So that's all I want to say is I would
 21 like it to be extended.

22 MARGARET NORTON-ARNOLD: Thank you.

23 **Letter No. 607** JEAN DARSIE: Jean Darsie, J-e-a-n,
 24 D-a-r-s-i-e, 9634 28th Avenue Northwest 98117.

25 I think the only thing that makes sense for me is a

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1 path that is separated from vehicles. Some of these
2 alternatives that propose going out on busy streets are not
3 acceptable to me. It has to be a trail where pedestrians
4 and cyclists can be safe, and the other alternatives don't
5 appear to be that way.

607-002

6 I do not think the Shilshole route will be harmful
7 to businesses. They apparently think so, but I really
8 don't think so. I think we can coexist. And I'm really
9 annoyed that they have managed to forestall this for so
10 many years and so many people have been harmed in the
11 process. Almost virtually every week somebody is injured
12 on that path between the locks and Eleventh Northwest.
13 It's outrageous to me. So let's build this thing along
14 Shilshole and get it done.

15 (Proceedings concluded at 12:09 p.m.)
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- 598 - 001 Thank you for your comments.
- 598 - 002 Your comment is noted.
- 598 - 003 Your comment is noted.
- 598 - 004 Your comment is noted.
- 599 - 001 Thank you for your comments.
- 599 - 002 Your comments are noted.
- 599 - 003 Your comments are noted.
- 600 - 001 Thank you for your comments.
- 600 - 002 Your comment is noted.
- 600 - 003 Your comment is noted.
- 601 - 001 Thank you for your comments. Please see Section 1.7.1, Roadway Design and Safety Considerations, for more detail about safety features of the trail that are being considered during final design.
- 601 - 002 The summary of operational impacts and benefits referred to in the comment were developed solely for the purposes of comparing alternatives during public presentations and were not meant as a substitute for the full analysis contained in the EIS. Please refer to the FEIS for the full analysis of each alternative, as well as a discussion of how the Preferred Alternative was determined (Section 1.4.2).
- 601 - 003 Your comment is noted. The unimproved segment of NW 54th St is not included as part of the Preferred Alternative.
- 601 - 004 Your comment is noted.
- 602 - 001 Thank you for your comments. Please refer to the responses to your comment letter, Letter 17.
- 602 - 002 Your comment is noted. Pronto has ceased operations since the publication of the Draft EIS.
- 603 - 001 Thank you for your comments. Section 7.2.8 of the FEIS notes that additional incidents have likely occurred but were not recorded.
- 603 - 002 Your comment is noted.
- 604 - 001 Thank you for your comments.
- 604 - 002 Your comment is noted.
- 604 - 003 Your comment is noted.
- 605 - 001 Thank you for your comments. As your oral testimony is similar to your letter, please refer to the responses to Letter 21.
- 605 - 002 Your comments are noted. Please refer to the responses to Comment Letter 21.
- 606 - 001 Thank you for your comment.
- 607 - 001 Thank you for your comments.
- 607 - 002 Your comment is noted.

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BURKE-GILMAN TRAIL PUBLIC MEETING
(ONE-ON-ONE)

10:30 a.m.
Saturday, July 16, 2016
2245 Northwest 57th Street
Seattle, Washington

REBECCA L. MAYSE, RPR, CRR, CLR
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PROCEEDINGS

Letter No. 608

MR. YOUENES: My name is Gil, G-I-L,
Y-O-U-E-N-E-S. Address is 6214 9th Avenue Northeast,
Seattle, Washington 98115.

So I'm here because I am a manager for the Seattle
Farmers Market Association, I have been for several years.
And I'm here to plead with the Seattle Department of
Transportation to choose an alternative route to the Ballard
Avenue route, simply on the basis that it will be negatively
impacting hundreds of businesses along Ballard Avenue,
including the more than 140 independent small businesses
that are represented by the Seattle Farmers Market
Association, not only in Ballard, but in the Madrona and
Wallingford districts as well. And in the event that the
Ballard Avenue route gets chosen, a lot of the businesses I
don't believe would survive.

And I suppose that's as much as I want to say.

(Pause.)

Letter No. 609

ANSON THURSTON: Anson Thurston, A-N-S-O-N,
T-H-U-R-S-T-O-N. I live at 6117 Northwest 37th Avenue here
in Ballard, 98107.

First of all, I'm kind of a three-area person of
concern in this. I ride the Burke-Gilman Missing Link
section every day to commute to work. I work along 45th

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1 Street in the 1100 block, and my business entails driving a
 2 truck through the intersection. So I'm both the industrial
 3 side of it and the commuter side of it, as well as the third
 4 thing being my wife and I are heavy walkers, we like to walk
 5 through Ballard all over the place.

6 So my concern is mainly traffic mitigation. I've
 7 noticed that, to me, the Shilshole South has probably the
 8 best alternative as far as mitigating traffic, making it
 9 better for cars because I do to drive through this, while
 10 making it easier for me as a commuter because that's the
 11 route that I would take to get to work. So even with the
 12 other alternatives, I would still have to take Shilshole to
 13 get to my job. So they almost become useless to me, in
 14 which case traffic would still be the same. And I've talked
 15 to other commuters who would continue to use Shilshole as
 16 their route. So the traffic problems on Shilshole wouldn't
 17 go away unless we can somehow stay along that route.

18 The other concerns I have are intersections along the
 19 route where bicycles have to cross major streets. I noticed
 20 one alternative, and I think it was the Ballard Avenue
 21 alternative, also has to cross 46th Street to put the
 22 cyclists on the right side of the road. And that place is
 23 notorious for traffic zooming through and not stopping as
 24 there's already a bicycle intersection there that
 25 pedestrians and bicyclists both have trouble with. In fact,

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1 I got hit by a car three days ago because he swerved to
 2 avoid a bicycle, and I was a pedestrian at the time.

3 So that's kind of where my thought is. I think the
 4 Shilshole South alternative is the best route and would have
 5 the least impact on both traffic and bicycle use. And
 6 that's all I need to say.

7 (Pause.)

8 **Letter No. 610**

9 RANDI STARUP: My name is Randi Starup, R-A-N-D-I,
 10 Starup, S-T-A-R-U-P. My address is 6557 Sycamore Avenue
 11 Northwest, 98117.

12 I am a vendor at the Ballard Farmers Market and have
 13 been a member of the Market for three years, but have vended
 14 around that area. We had a lot down at the end that was run
 15 by somebody else. And in the six years that I've been
 16 involved in the Market, I'm making three-quarters of my
 17 living selling ceramic dinnerware. I've been a painter and
 18 a potter for a number of years, and it's just grown into a
 19 very lucrative business for me.

20 I grew up in Ballard and have observed all the
 21 different routes, and can say that now most of the
 22 bicyclists ride along Shilshole Avenue. And it just makes
 23 sense to continue the bike trail in the most direct, in the
 24 most non -- I don't know what to say -- convoluted way, you
 25 know, with less perpendicular streets and stoplights and
 stop signs.

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1 Anyway, that would be -- that's my vote, for along
2 Shilshole South.

3 **Letter No. 611** (Pause.)

4 DOUGLAS KINGSTON: My name is Douglas P. Kingston,
5 and I live at 3607 Northwest 60th Street in Washington
6 98107.

7 I am a regular rider along the Shilshole Avenue route
8 as a commuter, and I prefer the Shilshole South option. The
9 two major concerns people have raised about that are the
10 disruption to businesses and the safety aspect, mostly --
11 also from those businesses, pointing out that they feel that
12 the cyclists and other users would be at risk.

13 Cycling there every day, I see that the traffic
14 concerns are minimal, that there is not that much traffic in
15 and out of those businesses, particularly around commuting
16 hours, and that it is conducive to both traffic uses.

17 The businesses actually have their time offset to
18 periods when the Trail would be less used, particularly
19 during the daytime, midday use.

20 I'm particularly opposed to the Ballard Avenue
21 alternative and the Leary alternative. Both take cyclists
22 well off the course that is convenient and natural to travel
23 between the two end points and significantly disrupts the
24 neighborhoods, particularly the Ballard Avenue one. And
25 those alternatives also have significantly higher road

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1 crossings which are a major negative factor for users of
2 the -- both a safety concern and an ease-of-use concern.

3 So I again support the Shilshole South alternative as
4 the most natural and arguably safest because of the
5 reduction in crossings and most attractive to the population
6 you're trying to use. And the Shilshole North is a possible
7 alternative, but still has many deficiencies from my point
8 of view as a regular user and one who would be using this on
9 an ongoing basis.

10 Thank you.

11 **Letter No. 612** (Pause.)

12 LAURIE MILLER: Lauri Miller, L-A-U-R-I, Miller,
13 1525 Northwest 57th, No. 313, Seattle, Washington 98107.

14 I'm a walker, so I have a slightly different
15 perspective than a lot of the bicyclists that use the Trail,
16 but I also have some comments about how I see bicyclists
17 using the Trail.

18 So the South Shilshole route is obviously, in my
19 observation, the most popular route by far. It also is the
20 most direct route to connect the existing pieces of the
21 Trail and it's also the most continuous with the existing
22 Trail. In other words, it reflects the nature of the rest
23 of the Trail.

24 Ballard Avenue works the way it is, whereas Shilshole
25 Avenue is a disaster. It's dusty, muddy, there are few

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1 sidewalks, and it's really ugly. If we're going to put a
 2 whole lot of money into relocating utilities and paving and
 3 landscaping, I'd rather see that on a street that is in need
 4 of it rather than a street that already works.

5 The pathways that have been suggested other than the
 6 South Shilshole route seem to have a lot of right angles,
 7 would seem to be bad for bicycles, as well as just slowing
 8 them down. But it might also be less safe, so I'm concerned
 9 about that.

10 And so I just want to be really clear that I support
 11 the South Shilshole route. And I've been waiting a long
 12 time for this, and I'll be happy to see it finished.

13 I think that's all I have to say.

14 **Letter No. 613** (Pause.)

15 **WARREN AAKERVIK:** My name is Warren Aakervik, Jr.
 16 I live at 3100 West Commodore Way No. 103, Seattle, 98199.

17 The issues that I'd like to bring up on the
 18 Burke-Gilman Trail draft EIS is that the scoping documents
 19 and the original documents say that safety is going to be a
 20 major issue and it was identified in several of the
 21 presentations today that safety is a major issue, yet safety
 22 has not really been looked at at the level that it should be
 23 looked at in the draft EIS. Right now the utilization of
 24 the places that people go in this area could be identified
 25 as what is safe and what is unsafe, and that has not been

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1 looked at. Obviously if you were to do that, you would look
 2 at a different route than using 45th.

3 The second thing, or a lot of the other things -- I'll
 4 just keep going the best I can -- there's a great disparity
 5 in the identification of industrial lands that were not
 6 identified in all of the ones except for the Ballard Avenue
 7 alternative, simply for the fact that it does not cover any
 8 of the businesses which are west of 24th Northwest over to
 9 the Locks. All those are major maritime industrial
 10 businesses, yet they're not identified as industrial uses or
 11 water dependent or water related. So therefore it skews all
 12 the numbers that are industrial. And when you're looking at
 13 the Trail you have to look at the effect of the whole
 14 street, not just the effect of where the actual Trail is
 15 placed.

16 The other thing that has major discrepancy and the
 17 biggest discrepancy is traffic counts and utilization of
 18 driveways. They identified several locations of where the
 19 driveways are located on all the routes. Some of those
 20 driveways are just those places where people run their
 21 passenger cars. Other of those driveways are like Salmon
 22 Sand & Gravel, which they identify five vehicles. And the
 23 fact of the matter is they didn't take the count at 4:00 in
 24 the afternoon when all the freight vehicles are home. They
 25 would be listing 25 to 30 vehicles an hour going through

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1 that location.

2 The freight. There is nobody on the consultant team,
3 there is nobody in the City team that has a real good
4 understanding or even a basic understanding of freight and
5 freight mobility. They did not identify the fact that it
6 is, in fact, a major truck street which has severe
7 implications to freight mobility as compared to Leary which,
8 if the new freight plan is adopted, will also become a major
9 truck street.

10 Those things -- and I know the economic values are not
11 placed there. If they were placed they would look seriously
12 at what the effect is on the maritime industry because it's
13 all housed pretty much within this section of the
14 Burke-Gilman Trail.

15 There are several other things that have come up in
16 routing. Let's see if I can grab it.

17 I still have 30 seconds, right?

18 The Freight Board originally put in a request during
19 the scoping that it go off of 45th and go up to 46th as a
20 one-way street on the Ballard Avenue one. And with that
21 section not being looked at for that application, you had
22 the very unsafe location underneath the Ballard Bridge and
23 keep it there. I think there are ways to do it that will
24 make it a lot safer in utilization.

25 (Pause.)

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Letter No. 614

1 ROD HUNTRESS: First name R-O-D, last name
2 H-U-N-T-R-E-S-S. Address is 1605 East Olive Street,
3 Seattle, Washington 98122.

4 So I use the Burke-Gilman Trail as a cyclist, I use it
5 to go everywhere from the Ballard Market to the far east
6 side and beyond. And I've been aware since moving to
7 Seattle about a year ago that the Missing Link was a
8 dangerous spot for cyclists. And I've seen news coverage of
9 people being injured there since I moved here.

10 I can't imagine another situation in which
11 transportation infrastructure existed that regularly allowed
12 people to be injured over years that wouldn't be fixed right
13 away. I don't understand why it hasn't been decisively
14 taken care of up until now, and I think it's important that
15 it is taken care of.

16 I understand that there are a lot of different
17 interests involved here: the community; the business
18 community; people who have grown up in Ballard; people who
19 just come to Ballard to, you know, visit shops or do
20 business. And I think it's possible to achieve a solution
21 that works for all of those parties and manages to eliminate
22 the risk that people on bikes and people walking face when
23 they're using the Missing Link.

24 So I support the effort to find a better solution than
25 the one we've got now, and I think it's really important

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1 that we do.

2 And it's also about finding the solution that looks to
 3 the fact that cycling is increasing in this city, and that
 4 transportation infrastructure needs to look toward what's
 5 happening currently and in the future and not simply to the
 6 past. And I'm hoping that we can find a solution that
 7 recognizes that the increase in cycling is happening. And
 8 the people who are choosing that mode of transportation, in
 9 addition to or instead of driving or using public
 10 transportation, need equal protection to others.

11 **Letter No. 615** (Pause.)

12 DEMIAN GODON: My name is Demian Godon,
 13 D-E-M-I-A-N, Godon, G-O-D-O-N. My address is 2311 28th
 14 Avenue West, Seattle, Washington 98199. And I wanted to
 15 provide my input on the four options.

16 So I would like to voice my support for the Shilshole
 17 South option. It's the most direct and safe option with the
 18 fewest intersections, and would encourage the most bicycle
 19 and Trail usage with its continuity. And the more usage we
 20 have the safer it tends to be for cyclists. It's also what
 21 Trail users will continue to use if one of the non-Shilshole
 22 options is used, which would leave it in its current
 23 dangerous state.

24 And the other options also would have very negative
 25 impacts. The Ballard option would have a devastating impact

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1 on the Farmers Market and the historic district. The Leary
 2 option would be much more inconvenient for Trail users and
 3 feel less safe going on a busy arterial. And then between
 4 the two Shilshole options, the Shilshole South one is the
 5 much more direct option and with fewer intersections.

6 So that's my input.

7 (Pause.)

8 **Letter No. 616**

9 LUCY RODRIGUEZ-ROGERS: My name is -- it's
 10 L-U-C-Y, and Rodriguez, R-O-D-R-I-G-U-E-Z, Rogers,
 11 R-O-G-E-R-S. And my address is 715 Northwest 59th Street,
 12 Apartment 411. And it's considered Seattle, 98107, but it
 13 is Ballard.

14 Basically, I'm here because I really oppose. I use the
 15 Market, and it's where I get my fruits and vegetables. And
 16 I figure that there should be an alternative route so that
 17 it doesn't affect our Market. So basically I'm kind of here
 18 for that reason.

19 That's it.

20 (Pause.)

21 **Letter No. 617**

22 MAX BAKER: Max, M-A-X, Baker, B-A-K-E-R. It's
 23 2020 Northwest 58th Street, Apartment A, Seattle, 98109.

24 So the four options all have their pluses and all have
 25 their minuses. For me, I think the obvious choice is the
 Shilshole South, but I can see why that is contentious and I
 can also understand that on Northwest 54th there will be a

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1 lot of issues with improving that roadway and moving the
 2 parking that's -- and the loading docks that are there.
 3 That loss of parking is unfortunate, but for newcomers to
 4 the area or tourists, moving in one solid motion east to
 5 west connecting to the Burke-Gilman that's over heading to
 6 Golden Gardens makes a lot of sense and it's less confusing.

7 One of the big issues I see there is making sure that
 8 connections to, like, Ballard Way and Ballard itself need to
 9 be robust and obvious and safe because it will be on the
 10 south side, so we'll have to cross the traffic at Shilshole
 11 to get to Ballard Avenue. So say a commuter is coming from
 12 the north and they're riding on the Burke-Gilman and they
 13 want to hop over for a coffee on Ballard Avenue, they need
 14 to be able to get over there and then get back onto the
 15 Burke-Gilman easily and without too many issues and without
 16 too many delays. So, I mean, it's really busy in the
 17 morning. Shilshole is a popular commuter route. It would
 18 be unfortunate if there was too much congestion right there.

19 The other issues, Shilshole Avenue North, that one is a
 20 good option, but turning right then turning left on 48th and
 21 then connecting with Shilshole has its delays. It also, you
 22 know, is a little bit difficult with all those loading
 23 docks. And the way that parking is set up, it would have to
 24 be quite a change. Some of the loading docks are raised,
 25 and it makes it difficult for the cars to change -- that use

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1 those loading docks to change their current styles of
 2 loading into those areas. And we would lose parking there,
 3 as well.

4 Ballard Avenue, I don't really see that as a really
 5 great option. Too many turns. It would take away parking
 6 on an area where parking makes more sense for people to,
 7 like, pull up in front of these areas, especially during the
 8 weekday to, like, grab their coffee or get their baked goods
 9 and move on. And the Farmers Market. All these issues just
 10 kind of make Ballard a less appealing option.

11 Leary Way is great, but I would see that needing a lot
 12 of capital improvements to make the intersection safer and
 13 to deal with any parking issues and to make the connections
 14 coming over to Market Street easier as well.

15 So Shilshole South seems the most obvious, but we'll
 16 have to deal with all groups and make sure that the
 17 connections into Ballard are robust.

18 There aren't too many other issues I can see.

19 **Letter No. 618** (Pause.)

20 BRENT HOWE: My name is Brent Howell, B-R-E-N-T,
 21 H-O-W-E-L-L. The address I put down here is 5265 Shilshole
 22 Avenue Northwest.

23 I work on Shilshole Avenue, I have for almost two
 24 decades. And I'm basically in favor of the finalizing of
 25 the Burke-Gilman Trail, we call it the LBGT. And there are

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1 concerns that my neighbors have that are greater than mine,
 2 different than mine, as far as the impact of a trail and
 3 their businesses. The property that I am involved with have
 4 almost a thousand people a day that would have to cross that
 5 Trail in cars or by foot, so it's impactful.
 6 And a thought that I've had is that our neighboring
 7 property that used to be Yankee Diner, the SPU, Seattle
 8 Public Utilities, has bought it with the idea that they're
 9 going down a hundred feet and they're going to do a bore
 10 from that area down to Fremont for a water detention tank.
 11 My thought is that that equipment going down maybe 20, plus
 12 or minus whatever number of feet, could do a bore less than
 13 a mile from basically that same area to the junction of 45th
 14 and 46th, the start of Shilshole Avenue, and basically take
 15 this bike trail underground for that short period.
 16 All of a sudden my industrial neighbors' partners
 17 concerns are gone. As the crow flies bike riders have a
 18 straight, noncircuitous trail ride to hopefully go I guess
 19 to Golden Gardens, and life is good for almost everybody
 20 involved.
 21 The cost of this sure is considerable, but SDOT could
 22 make designated parking out there that I think would at
 23 least net -- and I say "net" -- a quarter of a million
 24 dollars a year in parking fees. And I think that's
 25 something that might be considered in this little bit

16

1 offbeat idea.
 2 Thank you.
 3 (This matter was concluded at 1:00 p.m.)
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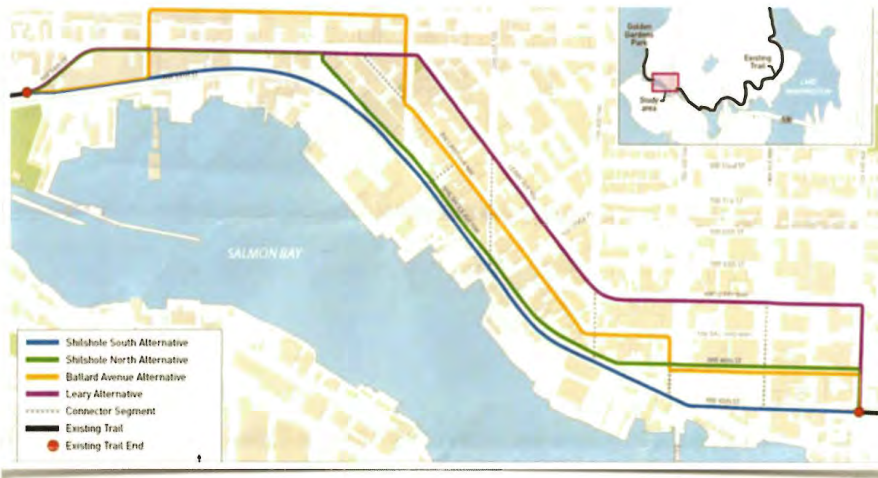
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- 608 - 001 Thank you for your comment.
- 609 - 001 Thank you for your comments.
- 609 - 002 Your comment is noted.
- 610 - 001 Thank you for your comment.
- 611 - 001 Thank you for your comments.
- 611 - 002 Your comment is noted.
- 612 - 001 Thank you for your comment.
- 613 - 001 Thank you for your comments. Safety is an important component of the project and will continue to be addressed through the design process. Please refer to Section 1.7.1 of the FEIS for a discussion of Roadway Design and Safety Considerations.
- 613 - 002 There was an error in the land use analysis for the DEIS. The text of the FEIS (Chapter 4, Land Use) has been revised in response to your comment. Technical Appendix A (Volume 3) contains an errata sheet and corrected tables and figures.
- 613 - 003 Additional driveway counts were collected in response to your comments. Refer to FEIS Chapter 7, Transportation, and Technical Appendix B, Transportation Discipline Report (Volume 3), for updated data and results.
- 613 - 004 Chapter 7 of the FEIS has been revised in response to your comment. Additional data has been collected to more fully characterize the traffic near your business.
- 613 - 005 Please see FEIS Section 1.4, Alternative Development, for a discussion on how the various alternatives were developed from the suggestions collected during the EIS scoping process in 2013. SDOT determined that the Ballard Avenue Alternative, which included NW 46th St, did not meet the project objectives as well as the Preferred Alternative. Please see Section 1.4.2 for a discussion of how the Preferred Alternative was chosen.
- 614 - 001 Thank you for your comments.
- 615 - 001 Thank you for your comments.
- 615 - 002 Your comment is noted.
- 616 - 001 Thank you for your comment.
- 617 - 001 Thank you for your comments.
- 617 - 002 Your comment is noted. The impacts to parking, and loading docks were considered for all Build Alternatives. Please refer to Chapter 8, Parking, for further discussion.
- 617 - 003 Your comment is noted.
- 617 - 004 Your comment is noted.
- 618 - 001 Thank you for your comment. Refer to Section 1.4.2 for a discussion of the selection of the Preferred Alternative, and to Section 1.8 for a discussion of alternatives considered but not included in the EIS. Similar to the option of an elevated trail, the cost, impacts, safety concerns, and maintenance requirements associated with a tunnel of that length would not make it a feasible alternative.

Letter No. 619

ATTENTION: Scott Kubly, Director
Seattle Department of Transportation
c/o Mark Mazzola, Environmental
Manager
P.O. Box 34966
Seattle, WA 98124-4996

DEIS Burke-Gilman Trail Missing Link



619 In addition to the hundreds of original comments SDOT received on the Draft EIS, SDOT received 3,340 survey forms, submitted by individuals through the Olympic Athletic Club and the Farmers Market. The form asked responders to select a route, and some of the commentors provided additional information as to why they selected an alternative preference. Due to the volume of responses, SDOT is not publishing each survey form as part of the Final EIS. Please see the adjacent form for an example, along with a list of everyone who submitted a copy of the form and their stated route preference.

SDOT thanks everyone for their comments. As noted in Section 1.2 of the FEIS, the project objective is to create a safe, direct, and defined multi-use trail for persons of all abilities for a variety of transportation and recreational activities, to improve predictability for motorized and non-motorized users along the project alignment, and to maintain truck and freight facilities and access. SDOT decided upon the Preferred Alternative because it best meets the project objective of the alternatives evaluated in the Draft EIS. Refer to Section 1.4.2 of the FEIS for a discussion of the selection process for the Preferred Alternative.

Dear Director Kubly:

I support completion of the Missing Link of the Burke-Gilman Trail in Ballard. I have reviewed the proposed alternatives and prefer the following checked alternative:

- Shilshole South Alternative
- Shilshole North Alternative
- Ballard Avenue Alternative
- Leary Alternative

Address: 415 NW 45th St.
 City: Seattle, WA
 State WA Zip 98107
 Phone: 530-513-0826
 E-mail: anna.panighetti@gmail.com

Sincerely, Anna Panighetti, MD

Additional Comments:

This is the route that makes sense. It is the most direct and has the fewest potential pedestrian or car issues to contend with. This is a public health issue. Please start construction before more accidents happen.

Identification	Alternative Preference
Amanda Kirkhoff	Shishole South
Amanda Monteiro	Shishole South
Amanda Nlstein	Shishole South
Amanda Nagaoko	Shishole South
Amanda Scharen	Shishole South
Amanda Snow	Shishole South
Amanda Taylor	Shishole South
Amanda Tucker	Shishole South
Amber Umbe	Shishole South
Annela C	Shishole South
Amelia Jones	Shishole South
Amie	Leary Alternative
Amie	Shishole South
Amie Thompson	Ballard Avenue
Amy Ashton	Shishole South
Amy Breckhaus	Shishole South
Amy Delay	Shishole South
Amy Goldstein	Shishole South
Amy Gunnar	Shishole South
Amy H	Shishole South
Amy McFarland	Shishole South
Amy Muettterties	Shishole South
Amy Payne	Shishole South
Amy R.	Shishole South
Amy Roseleaf	Shishole South
Amy Wilson	Shishole South
Amy Wilson	Shishole South
Ana Anchaide	Shishole South
Ana Warbett	Shishole South
Andrea	Shishole South
Andrea Armstrong	Shishole South
Andrea Blake	Shishole South
Andrea Ellis	Shishole North
Andrea Laußen	Shishole South
Andrea Lesken	Shishole South
Andrea Norman	Shishole South
Andrea Shullar	Shishole South

Identification	Alternative Preference
Alan Fiezo	Shishole South
Alan Sobel	No Build
Alan Udd	Shishole South
Alana King	Shishole South
Allen Denny	Shishole South
Alejo Gonzalez	Shishole South
Alex Banwell	Shishole South
Alex McEntire	Shishole South
Alex Schultz	Shishole South
Alex Schultz	Shishole South
Alex Sung	Shishole South
Alexander Chin	Shishole South
Alexander Goughenon	Shishole South
Alexandra C	Shishole South
Alexandra Pajac	Shishole South
Alexis Hendrix	Shishole South
Ali Asghari	Shishole South
Ali Rongkavit	Shishole South
Alice Better	Shishole South
Alice Chen	Shishole South
Alicia Records	Shishole South
Alicia Rice	Shishole South
Alison Butcher	Shishole South
Alison Krummenacher	Shishole South
Alison Smith	Shishole South
Allegria	Shishole South
Allen Cyr	Shishole South
Allen Foulstone	Shishole South
Allison Brunette	Shishole South
Allison Streamer	Shishole South
Aly Dessert	Shishole South
Alvin Jon	Shishole South
Alyssa Frindemaker	Shishole South
Alyssa Stran	Shishole South
Amand Hume	Shishole South
Amanda Byrd	Shishole South
Amanda Geddes-Smith	Shishole North
Amanda Granberg	Shishole South

Identification	Alternative Preference
A Ruiz	Shishole South
A. Cholefidt	Shishole South
A. Collins	Shishole South
A. Gishoti	Shishole South
A. Vijayaraghavan	Shishole South
Aaron Chun	Shishole South
Aaron Czyzewski	Shishole South
Aaron Gaudio	Shishole South
Aaron Green	Shishole South
Aaron K.	Shishole South
Aaron Katz	Shishole South
Aaron Navarro	Shishole South
Aaron Perkins	Shishole South
Aaron Plokin	Shishole South
Aaron R.	Shishole South
Aaron Sweetnam	Shishole South
Aashish Ramdas	Shishole South
Abby	Shishole South
Abhinav Thwri	Shishole South
Abhisek Sharma	Leary Alternative
Abigail Ames	Shishole South
Abigail Nelson	Shishole South
Abigail Schachter	Shishole South
Ada Waldson	Shishole South
Adam Elkington	Shishole South
Adam Glasman	Shishole South
Adam Granato	Shishole South
Adam Malachowski	Shishole South
Adam Moffatt	Shishole South
Adam Young	Leary Alternative
Adison Smith	Shishole South
Adrienne Jeffrey	Shishole South
Adrian Lee	Shishole South
Adrienne Kahan	Shishole South
Adrienne Roebler	Shishole South
Ainee Nelson	Shishole South
Ainsley Bourque	Shishole South
Alippolitto	Shishole South

Identification	Alternative Preference
Athens Sears	Shishole South
Aubrey Brkman	Shishole South
Aubrey Petty	Shishole South
Audrey Kelly	Shishole South
Audrey Riddle	Shishole South
August Barula	Shishole South
Austin Estabrook	Shishole South
Autumn Lerner	Shishole South
Aven R Frey	Shishole South
Aya Titus	Shishole South
Ayria Carhill	Shishole South
B. Jensen	Shishole South
B. Mueller	Shishole South
B. Thompson	Shishole South
B. Walker	Shishole South
B. Webberley	Shishole South
B. Wessel	Shishole South
Bailey O. Gaquilano	Shishole South
Barbara	Shishole South
Barbara Bram	Shishole South
Barbara Hiesiger	Shishole North
Barbara Kotsogean	Shishole South
Barbara Martin	Shishole South
Barbara Pricherd	Shishole South
Barbara Rogers	Shishole South
Barrett Amos	Shishole South
Barry Boatman	Shishole South
Barry Luke	Shishole South
Beata Kitias	Shishole South
Ben Lanson	Shishole South
Ben Lewien	Shishole South
Ben Millgram	Shishole South
Ben Ransford	Shishole South
Ben Reid	Shishole South
Ben Weymiller	Shishole South
Ben Wilford	Shishole South
Bender	Shishole South

Identification	Alternative Preference
Ann Holstrom	Shishole South
Ann Lange	Shishole South
Anna Cecchony	Shishole South
Anna D.	Shishole South
Anna Davis	Shishole South
Anna Kelsey	Shishole South
Anna Lee Schafrank	Shishole South
Anna Melby	Shishole South
Anna Miner	Shishole South
Anna Parigbetti	Shishole South
Anna Garrett	Shishole South
Anne MacDonald	Shishole South
Annie Hill	Shishole South
Annie L. Smith	Shishole South
Annie Mith	Shishole South
Annie Solberg	Shishole South
Anthony Hlavaty	Shishole South
Anthony Tudisco	Shishole South
Anya Soldey	Shishole South
April	Shishole South
April Atwood	Shishole South
Ardan McClullen	Shishole South
Art Serim	Shishole South
Ariel Aguilar	Shishole South
Arisoara Vulpoi	Shishole South
Aron Piper	Shishole South
Art Olsen	No Build
Art Peterjen	Shishole South
Arthur Dorros	Shishole South
Asher Ravitch	Shishole South
Ashley Basaglia	Shishole South
Ashley Lanning	Shishole South
Ashley Lygen	Shishole South
Ashley Norris	Shishole South
Ashley Pakmaki	Shishole South
Ashley Powers	Shishole South
Ashley Schavone	Shishole South
Ashley Winer	Shishole South

Identification	Alternative Preference
Andrea Stringer	Shishole South
Andrea Watson	Shishole South
Andreas Luther	Shishole South
Andrew	Shishole South
Andrew & Georgia B.	Shishole South
Andrew C.	Shishole North
Andrew Cox	Shishole South
Andrew Dawson	Shishole South
Andrew Hoyle	Shishole South
Andrew Kearl	Shishole South
Andrew Kopley	Shishole South
Andrew Krueger	Shishole South
Andrew Long	Shishole South
Andrew Lyde	Shishole South
Andrew McCain	Shishole South
Andrew Odemheimer	Shishole South
Andrew Steever	Leary Alternative
Andrew Sutherland	Shishole South
Andrew Symant	Shishole South
Andrew Theisen	Shishole South
Andrew Walters	Shishole South
Andrew Wingert	Shishole South
Andy Baker	Shishole South
Andy Grow	Shishole South
Andy Hatfield	Shishole South
Andy Hazzard	Shishole South
Andy Solberg	Shishole South
Anett Young	Leary Alternative
Angela Boyson	Shishole South
Angela Hughes	Shishole South
Angela Medina	Shishole South
Angela Spencer	Shishole North
Angela Staehle	Shishole South
Anita D	Shishole South
Anita Wharton	Shishole South
Ann	Shishole South
Ann Caldwell	Shishole South
Ann E Durner-Matheson	Shishole South

Identification	Alternative Preference
Brook Snyder	Shilshole North
Brooke	Shilshole South
Brooke Weymouth	Shilshole South
Bruce Coffey	Shilshole South
Bruce Drecker	Shilshole South
Bruce Gaumond	Shilshole South
Bruce Heart	Shilshole South
Bruce Miller	Shilshole South
Bruce Nichol	Shilshole South
Brucecher	Shilshole South
Bruno Stocker	Shilshole South
Bryan	Shilshole South
Bryan Campbell	Shilshole South
Bryan Davidson	Shilshole South
Bryan Mitchiner	Shilshole South
Bryan Mizahner	Shilshole South
Bryce Anderson	Shilshole South
Bryne Swinburne	Shilshole South
Burke Miller	Leary, Alternative
C. Busleg	Shilshole South
C. Diawatopoulos	Shilshole South
C. Erdent	Shilshole North
C. Bahl	Shilshole South
C. Billroth	Shilshole South
C. Diawatopoulos	Shilshole South
C. Flank	Shilshole South
C. Joy Williams	Shilshole South
Carlin Golden	Shilshole South
Cameron Jacobson	Shilshole South
Cameron Paine- Thaler	Shilshole South
Camille Talevich	Shilshole South
Candace Gras	Shilshole South
Candace Neilson	Shilshole South
Candace Toed-Robbins	Shilshole North
Cao Jing	Ballard Avenue
Carina Long	Shilshole South
Carl Allen	Shilshole South
Carl Anderson	Shilshole South

Identification	Alternative Preference
Brandon Garcia	Shilshole South
Brandon Tripp	Shilshole North
Brandon Waldeman	Shilshole South
Brandon Whitehead	Shilshole South
Brenda Crowell	Shilshole South
Brenda Harwood	Shilshole North
Brendan A.	Shilshole North
Brendan Dixon	Leary, Alternative
Brenna Frederick	Shilshole South
Brent Howell	Shilshole South
Brett Cook	Shilshole South
Brett Schwartz	Shilshole South
Brian Allen	Shilshole South
Brian Behling	Shilshole South
Brian Bot	Shilshole South
Brian Campbell	No Build
Brian Collins	Shilshole South
Brian Dillon	Shilshole South
Brian Fisher	Shilshole South
Brian Hanks	Shilshole North
Brian Howard	Shilshole South
Brian Lacey	Shilshole South
Brian Maxwell	Shilshole South
Brian Miller	Shilshole South
Brian Newton	Shilshole South
Brian Nisonger	Shilshole South
Brian Perry	Shilshole South
Brian Regan	Shilshole South
Briana Olson	Shilshole North
Bridget McCarthy	Shilshole South
Bridget Slinger	Shilshole South
Brigitte Brigity	Shilshole South
Britt Huff	Shilshole South
Britt Plehler	Shilshole South
Brittany	Shilshole South
Brittany Ruhlhard	Shilshole South
Brittany Ryan	Shilshole South
Britton Titus	Shilshole South

Identification	Alternative Preference
Benjamin Blackeater	Shilshole South
Bennett Quaid	Shilshole South
Benson Destrup	Shilshole South
Bente Ferrandi	Shilshole South
Bernadette Laguer	Shilshole South
Beth Beram	Shilshole South
Beth Kertz	Shilshole South
Beth Ross	Shilshole South
Bethanie Bayha	Shilshole South
Bethany Johnson	Shilshole South
Betty	Shilshole South
Betty Lavalle	Shilshole South
Betty Lytche	Shilshole South
Beu Bliss	Shilshole South
Beverly Look	Shilshole North
Bill	Leary Alternative
Bill Holiday	Shilshole South
Bill Morrow	Shilshole South
Billy Fortunato	Shilshole South
Bishops	Shilshole South
Blake	Shilshole South
Blake Herrera	Shilshole South
Blake Opsahl	Shilshole South
Bob Branon	Shilshole South
Bob Gilman	Shilshole South
Bobby Baberson	Shilshole South
Boudemijn Rombouts	Shilshole South
Brad Basfen	Shilshole South
Brad Bucknell	Shilshole South
Brad Kwasmowski	Shilshole South
Brad Mac hat	Shilshole South
Brad Tipp	Shilshole South
Bradley Barber	Shilshole South
Bradley Hammonson	Shilshole North
Brandi Opsahl	Shilshole South
Brandi Balanda	Shilshole South
Brandon Cabading	Shilshole South

Identification	Alternative Preference
Chris Giordano	Shilshole South
Chris Hegstrom	Shilshole South
Chris Hemminger	Shilshole South
Chris Hovis	Shilshole South
Chris Jensen	Shilshole South
Chris Jensen	Shilshole South
Chris M.	Shilshole South
Chris Massot	Shilshole South
Chris Mitchell	Shilshole South
Chris Mithoug	Leary Alternative
Chris Mutzel	Shilshole North
Chris Nelson	Shilshole South
Chris Postiglione	Shilshole North
Chris Terabe	Shilshole South
Chris Thomson	Shilshole South
Chris Travis	Shilshole South
Chris White	Shilshole South
Chris Wilker	Shilshole South
Christiane Elsbree	Shilshole South
Christie Kemp	Shilshole South
Christina Beadle	Shilshole South
Christina Bernard	Shilshole South
Christina Easter	Leary Alternative
Christina Jordan	Shilshole South
Christine Clar	Shilshole South
Christine Englander	Shilshole South
Christine Hamilton	Shilshole South
Christine Marshall	Shilshole South
Christine Merker	Shilshole South
Christine Moore	Shilshole South
Christine Tryba	Shilshole South
Christophe Philippina	Shilshole South
Christopher G.	Shilshole South
Christopher Hoffman	Shilshole South
Christopher Nelson	Shilshole South
Christopher Pinfield	Shilshole South
Christopher Shier	Shilshole South
Christy Bean	Shilshole South

Identification	Alternative Preference
Catherine Horan	Shilshole South
Catherine M. Bauer	Leary Alternative
Catherine Morse	Shilshole South
Catherine Owens	Shilshole South
Catherine Owens	Shilshole South
Cecil Campbell	Shilshole South
Cecile Andrews	Shilshole South
Celina Kirschner	Shilshole South
Charles	Leary Alternative
Charles Edgerton III	Shilshole South
Charles Hill	Shilshole South
Charles Lenk	Shilshole South
Charles Robinson	Shilshole South
Charles Streamer	Shilshole South
Charles Vogelheim	Shilshole South
Charlie Chaston	Shilshole South
Charloette Brown	Shilshole South
Charlotte Brown	Leary Alternative
Charlotte Dawkins	Shilshole South
Charlotte Nichols	Shilshole South
Charlotte Reed	Shilshole South
Charlotte Billings	Shilshole South
Chelsea Strutz	Shilshole South
Cher M	Shilshole South
Cherie Keetley	Leary Alternative
Cheryl Alschuler	Shilshole South
Cherry Buck	Shilshole South
Chezaraz Haart	Shilshole South
Chrag Khairi	Shilshole South
Chloe Proff	Shilshole South
Chris	Shilshole South
Chris	Shilshole South
Chris Byzowski	Shilshole South
Chris Castels	Shilshole South
Chris Cunningham	Shilshole South
Chris Czarniecki	Shilshole South
Chris Galloway	Ballard Avenue
Chris Gardner	Shilshole South

Identification	Alternative Preference
Carl Dummam Jr.	Shilshole South
Carl Wallace	Shilshole South
Carla Bitton	Shilshole South
Carla Madrigal	Shilshole South
Carly Segers	Shilshole South
Carol Azad	Shilshole South
Carol Beilfuss	Leary Alternative
Carol Jakos	Shilshole South
Carol Kayler	Shilshole South
Carol Landseman	Shilshole South
Carol Levrn	Shilshole South
Carol Reed	Shilshole South
Carol Swayne	Shilshole South
Carol Tompkins	Shilshole South
Carol White	Shilshole South
Carole D'Inverno Frisell	Leary Alternative
Carole Leigh	Leary Alternative
Caroline	Shilshole South
Caroline Colon	Shilshole South
Caroline Hughes	Shilshole South
Caroline Stoner	Shilshole South
Carolyn McCallan	Shilshole South
Carolyn Miller	Shilshole South
Carrie Ann Mill	Shilshole South
Corrie Hite	Shilshole South
Corrie Mill	Shilshole South
Carter Coleman	Shilshole South
Cary Anderson	Shilshole South
Cassey Fanchid	Shilshole South
Cassey Goodlett	Shilshole South
Cassey H.	Shilshole South
Cassey Higgins	Shilshole South
Cassey Lantolis	Shilshole South
Cassandra Sutherland	Shilshole South
Cassie Bacon	Shilshole South
Cate Weiswaver	Ballard Avenue
Catherine Becker	Shilshole South

Identification	Alternative Preference
Daniel Lutter	Shilshole South
Daniel McCillcunny	Shilshole South
Daniel Myers	Shilshole South
Daniel Ng	Shilshole South
Daniel Peppier	Shilshole South
Daniel Peters	Shilshole South
Daniel Warner	Shilshole South
Danielle	Shilshole South
Danielle Jeffrey	Shilshole South
Darren C	Shilshole South
Darren Rex	Shilshole South
Darwin M	Shilshole South
Dave B Shema	Shilshole South
Dave Friederich	Shilshole South
Dave Kutzera	Shilshole South
Dave Olano	Shilshole South
Dave Schuldt	Shilshole South
David	Shilshole South
David A White	Shilshole South
David Burns	Shilshole South
David Chang	Leary Alternative
David Chen	Shilshole South
David Checkly	Shilshole South
David Common	Shilshole South
David Desimone	Shilshole South
David Elbert	Shilshole South
David Folweiler	Shilshole South
David Ford	Shilshole South
David Fowler	Shilshole South
David H Patton	Shilshole South
David Henderson	Leary Alternative
David Hoyer	Shilshole South
David Koon	Shilshole South
David Kupfer	Shilshole North
David M	Leary Alternative
David Martin	Shilshole South

Identification	Alternative Preference
Craig Shumate	Shilshole South
Crystal Lawrence	Shilshole South
Cullen O'Conner	Shilshole South
Curran O'Brien	Shilshole South
Curtis	Shilshole South
Cynthia A Fleury	Shilshole North
Cynthia Anderson	Shilshole South
Cynthia Burton	Shilshole South
Cynthia Spice	Shilshole South
D Cole	Balhard Avenue
D Kappler	Shilshole South
D Barnes	Shilshole South
D Emerson	Shilshole North
Dakota Blagg	Shilshole South
Dale Wambaugh	Shilshole South
Dan Belesky	Shilshole South
Dan Finkel	Shilshole South
Dan Friedmann	Shilshole South
Dan Lamont	Shilshole South
Dan McCarthy	Shilshole South
Dan Miles	Shilshole South
Dana Bettinger	Shilshole South
Dana Blue	Shilshole South
Dana Jackson	Shilshole South
Dana Persson Taft	Shilshole South
Dana Persson Taft	Shilshole South
Dana S	Shilshole South
Dane Baratta	Shilshole South
Dani Dew	Shilshole South
Dani Edwards	Shilshole South
Danica King	Shilshole South
Daniel Campos	Shilshole South
Daniel Hartney	Shilshole South
Daniel Hubbell	Shilshole South
Daniel Jones	Shilshole South
Daniel Jordan	Shilshole South
Daniel Levy	Shilshole South
Daniel Ludwig	Shilshole South

Identification	Alternative Preference
Christy McKinney	Shilshole South
Cira Stewart	Shilshole South
Cindy Eber	Shilshole South
Cindy Fu	Shilshole North
Claire Branch	Shilshole South
Claire Carey	Shilshole South
Claire Dawson	Shilshole South
Clara Lauquet	Shilshole South
Claudia	Shilshole South
Claudia Danmett	Shilshole South
Clayton Brumbaugh	Shilshole South
Cla Therese	Shilshole South
Clementine Rae	Shilshole South
Cliff Monlux	Shilshole South
Clifford Chung	Leary Alternative
Clint Hall	Shilshole South
Clinton Scharen	Shilshole South
Cody	Shilshole South
Cody Croghan	Shilshole South
Cody Lujfens	Shilshole South
Colin Davies	Shilshole South
Colin Davis	Shilshole South
Colin Engel	Shilshole South
Colin Groach	Shilshole South
Colin Macdonald	Shilshole South
Colleen Grover	Shilshole South
Collin McConley	Shilshole South
Collin Tuggle	Shilshole South
Connie Leibav	Shilshole South
Constance Balbel	Shilshole South
Corret Letah	Shilshole South
Courtney Baxter	Shilshole South
Courtney Carolan	Shilshole South
Courtney Merritt	Shilshole South
Craig	Shilshole South
Craig Ball	Shilshole South
Craig Mosses	Shilshole South
Craig Platt	Shilshole South

Identification	Alternative Preference
Elaine Myers	Shilshole South
Elena	Leary Alternative
Elife Luter	Shilshole South
Eliot Nelson	Shilshole South
Elise Grover	Shilshole North
Elise Murphy	Leary Alternative
Elisaco Palacios	Shilshole South
Elisaco Thomas	Shilshole South
Elizabeth	Shilshole South
Elizabeth Atwood	Shilshole South
Elizabeth Edwards	Shilshole South
Elizabeth Garcia	Shilshole South
Elizabeth Gotterer	Shilshole South
Elizabeth Kaehler	Shilshole South
Elizabeth LoTempio	Shilshole South
Elizabeth Mahan	Shilshole South
Elizabeth Peery	Shilshole South
Elizabeth Sheridan	Shilshole South
Elizabeth Smith	Shilshole South
Elizabeth Trask	Shilshole South
Elizabeth Wendell	Shilshole South
Elizabeth Williams	Shilshole South
Ellen Price	Leary Alternative
Ellen Wynkoop	Shilshole South
Eliot Olson	Shilshole South
Elliott Strand	Shilshole South
Ema Crisp	Shilshole South
Ema Crisp	Shilshole South
Emily	Shilshole South
Emily Aune	Shilshole South
Emily Bratkewicz	Shilshole South
Emily English	Shilshole South
Emily Olesin	Shilshole South
Emily Renfrew	Shilshole South
Emily Rose	Shilshole South
Emma Cornwall	Shilshole South
Emma Donahue	Shilshole North

Identification	Alternative Preference
Devon Criswell	Shilshole North
Devonta Moore	Shilshole South
Dewyn Huyler	Shilshole South
Dhishya S.	Shilshole South
Dr Schilling	Shilshole South
Diana Federighi	Shilshole North
Diana Krulis	Shilshole South
Diana W. Hall	Shilshole South
Diane Hoff	Shilshole South
Diego Gobbrelli	Shilshole South
Diego Helmgren	Shilshole North
Diana Benson	Shilshole South
Don	Shilshole South
Don Ankeny	Shilshole South
Don Clapp	Shilshole South
Donald	Shilshole South
Donald Kutz	Shilshole South
Donald Spangly	Shilshole South
Donn	Shilshole South
Donna Allen	Shilshole South
Donna Barker	Shilshole South
Donna Elkason	Shilshole South
Donna Mauerzy	Shilshole South
Doug Micone	Shilshole South
Douglas	Shilshole South
Douglas Frye	Shilshole South
Drew L	Leary Alternative
Drew Wiesner	Shilshole South
Dustin Venegas	Shilshole South
Dylan Mullin	Shilshole South
E. Pease	Shilshole South
E. Puro	Shilshole South
Ed Croate	Shilshole South
Ed Phippen	Shilshole South
Ed Hubbel	Shilshole South
Edda Mellias	Shilshole South
Eileen Eckert	Shilshole South
Elaine Krasnic	Shilshole South

Identification	Alternative Preference
David Morton	Shilshole South
David Northrop	Shilshole South
David Northrop	Shilshole South
David Rush	Shilshole South
David Rynes	Shilshole South
David Schwartz	Shilshole South
David Smith	Shilshole South
David Taft	Shilshole South
David Weirrod	Shilshole South
David White	Shilshole South
David White - Espin	Shilshole South
David Wilson	Shilshole South
David Zabinski	Shilshole South
Dawn Bedt	Shilshole South
Dawn Hemminger	Shilshole South
DeAnn Evans	Leary Alternative
Deanna Knoff	Shilshole South
Debbie Beniten	Shilshole South
Deborah Arnold	Shilshole South
Deborah Gardner	Shilshole South
Deborah Greenberg	Shilshole South
Deborah Kerns	Shilshole South
Deborah Moffit	Shilshole South
Deborah Rustin	Shilshole South
Deborah S.	Shilshole South
Deborah Werner	Shilshole South
Deborah Woolley	Shilshole South
Debra Cahner	Leary Alternative
Debra Jaffe	Shilshole South
Debra Wick	Shilshole South
Dee Newson	Shilshole South
Denis Treshunov	Shilshole South
Denise James	Shilshole South
Denise M	Shilshole South
Dennis Craig	Shilshole South
Derrick Foss	Shilshole South

Identification	Alternative Preference
Geoffrey D. Cox	Shishole South
George Burgzen	Leary Alternative
George Erb	Shishole South
Gerald Pierson	Leary Alternative
Gilbert Basilio	Shishole South
Gilbert Jensen	Shishole South
Giles Snyder	Shishole South
Gina Bonifacio	Shishole South
Gina Hicks	Shishole South
Ginny	Shishole South
Ginny Krone	Shishole South
Gloria Albetta	Shishole South
Gloria Calhett	Shishole South
Gloria Pumphrey	Shishole South
Gloria Salamone	Shishole South
Grace Sparks	Shishole South
Graeme Atley	Shishole South
Graham Taylor	Shishole South
Grant Berryhill	Shishole South
Greg Burton	Shishole South
Greg Fisher	Shishole South
Greg Fisher	Shishole South
Greg Gibson	Shishole South
Greg Goodell	Shishole South
Greg J.	Shishole South
Greg Lewis	Ballard Avenue
Greg M.	Shishole North
Greg Myers	Shishole North
Gregory B.	Leary Alternative
Gregory Buggs	Shishole South
Griffin Sweazey	Shishole South
Guy Hollingbury	Shishole South
Guy M	Shishole South
Gwendolyn Worthly	Shishole North
Hailey Baker	Shishole South
Hailey Hamlin	Shishole South
Hailey Pyhia	Shishole South

Identification	Alternative Preference
Evelyn Belker	Shishole South
Evelyn Dreyer	Shishole South
Evelyn Lim	Shishole South
Even	Shishole South
Fallon Boyle	Shishole South
Felicia Goughenour	Shishole South
Felix Collins	Shishole South
Felisa Guidoro	Shishole North
Finley Harrison	Shishole South
Floranna Duran	Shishole South
Forest W Gouin	Shishole South
Frans Snelfert	Shishole North
Frances Cheong	Shishole South
Francine Granico	Shishole South
Frances Park	Shishole South
Frank Corso	Shishole South
Frank Drunch	Shishole South
Frank Horwitz	Shishole South
Fred Haven	Shishole South
Fred Matheson	Shishole South
Fumie Kobayashi	Shishole South
G. Emerson	Shishole South
G. Nathanson	Shishole South
G. Nelson	Shishole South
Gabriel Berzon	Shishole South
Gabriela Head	Leary Alternative
Gabriella Dermeritt	Shishole South
Garnett Black	Shishole South
Garrett Smith	Shishole South
Gary	Leary Alternative
Gary	Shishole South
Gary Ekrom	Shishole South
Gary McGill	Shishole South
Gavin MacPherson	Shishole South
Gemma Girard-Lewis	Shishole South
Genevieve Aguilar	Shishole South
Genevieve Stokes	Leary Alternative
Geoff Timmons	Shishole South

Identification	Alternative Preference
Emma Moreno	Shishole South
Emuna David	Shishole South
Eric Baer	Shishole South
Eric Fallmon	Shishole South
Eric Heinberg	Shishole South
Eric Johnson	Shishole South
Eric Jones	Shishole South
Eric Lemberg	Shishole South
Eric Lewis	Shishole South
Eric Lewis	Shishole South
Eric Long	Shishole South
Eric Person	Shishole South
Eric Stovall	Shishole South
Eric Swanson	Shishole South
Eric Vought	Shishole South
Erica	Shishole South
Erica Buchholz	Shishole South
Erica Goldsmith	Shishole South
Erica Hildebrand	Shishole South
Erica Spierzig	Shishole South
Erik Doran	Shishole South
Erik Haugaard	Shishole South
Erik Meza	Shishole South
Erin Armstrong	Shishole South
Erin C.	Shishole South
Erin Carlson	Shishole South
Erin Hennum	Shishole South
Erin Leahy	Shishole South
Erin Maguire	Shishole South
Erin Ostrander	Shishole South
Erin Trierweiler	Shishole South
Estrella Carrera	Shishole South
Estrella Carrera	Shishole South
Ethan Diamond	Shishole South
Ethan Diamond	Shishole South
Eva Ladog	Shishole South
Evan Conroy	Shishole South
Evan Gjernes	Shishole South

Identification	Alternative Preference
Jinyong Kim	Shishole South
Jameka Y. Bhabhwani	Shishole South
James	Shishole South
James	Shishole South
James Anderson	Shishole South
James Erickson	Shishole South
James Greiner	Shishole South
James Hurley	Shishole South
James Kirschner	Shishole South
James Paritt	Shishole South
James Weimann	Shishole South
James Whiting	Shishole South
Jamie Anderson	Shishole South
Jamie Hand	Shishole South
Jamie Kemp	Shishole South
Janey May	Leary Alternative
Jane A. Hellmann	Leary Alternative
Jane Emerson	Shishole North
Jane Johnston	Shishole South
Jane Morteil	Shishole South
Jane Shea	Shishole South
Janeal Metcalfe	Shishole South
Janeal Wagner	Shishole South
Janeet Guren	Shishole South
Janice Rapp	Ballard Avenue
Janine Finley	Shishole South
Janine Roy	Shishole South
Janna Pelkau	Shishole South
Janna Spinney	Shishole South
Jason	Shishole South
Jason Ayres	Shishole South
Jason Bentley	Shishole South
Jason Bruder	Shishole South
Jason Hall	Shishole South
Jason Hong	Shishole South
Jason Matthews	Shishole North
Jason Moulding	Shishole South
Jason Schumacher	Shishole South

Identification	Alternative Preference
Isabella Fuentes	Shishole South
Isiah Frantz	Shishole South
Isaiah	Shishole South
Isis King	Shishole South
J. Ben Chandler	Shishole South
J. Kim	Shishole South
J. Maribett	Shishole South
J. Poh	Shishole South
J. Brunelle	Shishole North
J. Cwisar	Shishole South
J. Keeler	Shishole South
J. Keller	Shishole South
J. Kirschner	Leary Alternative
J. Messer	Shishole South
J. Paull	Shishole South
J. Penn	Shishole South
J. Schneider	Shishole South
J. Valley	Shishole South
J.G. Reul	Shishole South
Jacki Lewis	Shishole South
Jacki Rudder	Shishole South
Jackie Peterson	Shishole South
Jackie S Castro	Shishole South
Jackie Scarso	Shishole South
Jackie Weddington	Shishole South
Jacklyn Thompson	Shishole South
Jacklyn Siska	Shishole South
Jacob Bromberg	Leary Alternative
Jacob Franklin	Shishole South
Jacob Stein	Shishole South
Jacob Tice	Shishole South
Jade Croome	Shishole South
Jaet Basilio	Shishole South
Jake Courtney	Shishole South
Jake Jones	Leary Alternative
Jalair Box	Shishole South
Jaime Quinto	Shishole South
Jallene Van Audei	Shishole South

Identification	Alternative Preference
Hamah	Shishole South
Hamah Marquardt	Shishole South
Hamah Overman	Shishole South
Hamah Russell	Shishole South
Harold	Shishole South
Harrison Wei	Shishole South
Harry R.	Shishole South
Hayley Deblay	Leary Alternative
Hayley Tapp	Shishole South
Heather Cartner	Shishole South
Heather Graham	Shishole South
Heather Graham	Shishole South
Heather Grube	Shishole South
Heather H.	Shishole South
Heather Hughes	Leary Alternative
Heather Kraft	Shishole South
Heather Rekhil	Shishole South
Heather Scott	Shishole South
Heidi Deaner	Shishole South
Heidi Muller	Shishole South
Heli Oljama	Shishole South
Hilary Blackletter	Shishole South
Hoi Lam	Shishole South
Hollis Giammatteo	Shishole South
Holly Daniels	Shishole South
Holly H.	Shishole South
Holly Hoag	Leary Alternative
Hunter Potevilli	Shishole South
Ian Herrera	Shishole South
Ian Sullivan	Shishole South
Ian Walsh	Shishole South
Illa Ash	Shishole South
Indie Frock	Shishole South
Ingrid Baumgartner	Shishole North
Ira Wayne Walker	Shishole South
Iris C.	Shishole South
Isabelle Pabens	Shishole South

Identification	Alternative Preference
Jessica Vras	Shishole South
Jessie Goodman	Shishole South
Jessie Israel	Shishole South
Jessie Ryan	Shishole South
Jessie O'cana	Shishole South
Jill	Shishole South
Jill Baumgardner	Shishole South
Jill Estes	Shishole South
Jill Magen	Shishole South
Jim Howard	Shishole North
Jim Tocco	Shishole South
Jim Stein	Shishole South
Jimmy C.	Shishole South
Jm Kalligrakis	Shishole South
Ju Simolian	Shishole South
Joanna Greenbaum	Shishole South
Joanna Watkins	Shishole South
Jeanne B. Smith	Shishole South
Jocelyn Matrics	Shishole South
Jodie Scott	Shishole South
Jody Fuentes	Shishole South
Joe Beauregard	Shishole South
Joe Balabin	Shishole South
Joe Cartton	Shishole South
Joe Tumasscheki	Shishole South
Joel B. Hoffman	Shishole South
Joel Flank	Shishole South
Joel Guevara	Shishole South
Joel Phillips	Shishole South
Joelle Hong	Shishole South
John	Shishole South
John & Terri Latseer	Shishole South
John Birr	Shishole South
John Boyd	Shishole South
John David Ryan	Shishole South
John Deasy	Shishole South

Identification	Alternative Preference
Jennifer Pang	Shishole South
Jennifer Parretti	Shishole South
Jennifer Perron	Shishole South
Jennifer S.	Shishole South
Jennifer Skjerveh	Shishole South
Jennifer Tice	Shishole South
Jennifer Vallis	Shishole South
Jennifer Ward	Shishole South
Jennifer Wicherman	Shishole South
Jennifer Z.	Shishole South
Jenny Choi	Shishole South
Jeremy Anderson	Shishole South
Jeremy Krebs	Shishole South
Jerry Rubin	Shishole South
Jerry Smith	Shishole South
Jerry Thompson	Leary Alternative
Jesse Burtner	Ballard Avenue
Jesse Harritt - Larkin	Shishole South
Jesse Kjelber	Shishole South
Jesse Kyes	Shishole South
Jesse McCoy	Shishole South
Jesse Peterson	Leary Alternative
Jesse Rodriguez	Shishole South
Jesse Smith	Shishole South
Jesse Teng	Shishole South
Jesse Wilmer	Shishole South
Jessica Anonson	Shishole South
Jessica Caballero	Shishole South
Jessica Choi	Shishole South
Jessica Eth	Shishole South
Jessica Gosser	Shishole North
Jessica Gonzalo	Shishole South
Jessica Jenness	Shishole South
Jessica Katz	Shishole South
Jessica Marfuch	Shishole South
Jessica Nordhy	Shishole South
Jessica Raber - Latzka	Shishole South
Jessica Roberto	Shishole South

Identification	Alternative Preference
Bacon Weeks	Shishole South
Juarez Cleafe	Shishole South
Jay Levesque	Shishole South
Jay Nelson	Shishole South
Jay Percelby	Shishole South
Jaycee Lawrence	Shishole South
Jayne Lawrence	Shishole South
Jaynee Torres	Shishole South
Jd Kelleher	Shishole South
Jean Thompson	Shishole South
Jeanna Bargeson	Shishole South
Jeanneine Wolfelt	Shishole South
Jeff	Shishole South
Jeff	Shishole South
Jeff Clark	Shishole South
Jeff Crow	Shishole South
Jeff Glasnovich	Shishole North
Jeff Nordby	Shishole South
Jeff Raasack	Shishole South
Jeffery Yallen	Shishole South
Jeffrey Peters	Shishole South
Jenn Hard	Shishole South
Jenn Ambrose	Shishole South
Jenn Zimmerman	Shishole South
Jenna Genge	Shishole South
Jenna Schaeffer	Shishole South
Jennelle Clark	Shishole South
Jennifer Beichl	Shishole South
Jennifer Beggener	Shishole South
Jennifer Fontaine	Shishole South
Jennifer Gile	Shishole South
Jennifer Iacobuca	Shishole South
Jennifer Kalmans	Shishole South
Jennifer Loomis	Shishole South
Jennifer Loomis	Shishole South
Jennifer Maslanka	Shishole South
Jennifer Obegario	Shishole South

Identification	Alternative Preference
K. Morrill	Shishole South
K. Narahari	Shishole South
Kai Hicks	Shishole South
Karla Bigler	Shishole South
Katlin Ehlers	Shishole South
Katlin Fisher	Shishole South
Katlin Giboney	Shishole South
Kaitlin Meeks	Shishole South
Kaitlyn Flynn	Shishole South
Kala Horwitz	Shishole North
Kara	Shishole South
Kara Brennan	Shishole South
Kara May	Shishole South
Karalyn Carlton	Shishole South
Karen	Shishole South
Karen A Flynn	Shishole South
Karen Anderson	Shishole South
Karen Brozovick	Leary Alternative
Karen Contreras	Shishole South
Karen Elander	Shishole South
Karen H.	Shishole South
Karen Haugen	Shishole South
Karen Lauer	Shishole South
Karen Patton	Shishole South
Karen Stout	Shishole South
Karl Knudsen	Ballard Avenue
Karin Falk	Shishole South
Karisa Marley	Shishole South
Karissa	Shishole South
Karl Weddington	Shishole South
Karla K Huera	Shishole South
Karin Patton	Shishole South
Kassin Burd	Shishole South
Kate	Shishole South
Kate Basart	Shishole South
Kate Cullen	Shishole South
Kate Kees	Shishole South
Kate Page	Shishole South

Identification	Alternative Preference
Joshua Center	Shishole South
Joshua Daniel	Shishole South
Joshua Sanford	Leary Alternative
Joy Lewis	Shishole South
Joy Marr	Leary Alternative
Joyce M	Shishole South
Joyce M	Shishole South
Judith Ash	Shishole South
Judith Bailey	Shishole South
Judith Bernhardt	Shishole South
Judith Gibbs	Shishole South
Judith M Allison	Shishole South
Judith Nevins	Shishole South
Judy Oerkriz	Ballard Avenue
Judy Pet	Shishole South
Judy Tyson	Shishole south
Jules Cechony	Shishole South
Julia Bauers	Shishole South
Julia Cederberg	Shishole South
Julia Hunter	Leary Alternative
Julia Janco	Shishole South
Julia O'Donnell	Shishole North
Julia Okada	Shishole South
Julia Wayne	Shishole South
Julian Cobelli	Shishole South
Juliana Williams	Shishole South
Julian West	Shishole South
Julie Andrew	Shishole South
Julie C	Shishole South
Julie M	Shishole South
Julie P	Shishole South
Julie Schaeffer	Shishole South
Julie Stofel	Shishole South
June Rugh	Shishole South
Justin Choe	Leary Alternative
Justin Schwade	Shishole South
Justin Sorka	Shishole South
K. Lease	Shishole South

Identification	Alternative Preference
John Dobrosiecki	Shishole South
John Gleason	Shishole South
John Glover	Shishole South
John Green	Shishole South
John Gunnar	Shishole South
John Harrison	Shishole South
John Hoge	Ballard Avenue
John Nguyen	Shishole South
John Peregko	Shishole South
John Pedersen	Shishole South
John Steven	Shishole North
John Stoper	Leary Alternative
John V	Shishole South
John Whitley	Shishole South
Johnathan Scott	Shishole South
Joming Lau	Shishole South
Jon Geller	Shishole South
Jon Komatsen	Shishole South
Jonathan	Shishole South
Jonathan Challet	Shishole South
Jonathan Dean	Shishole South
Jonathan Gonceau	Shishole South
Jonathan Hurst	Shishole South
Jon Fuller	Shishole South
Jordan Bone	Shishole South
Jordan Lowe	Shishole South
Jordy Freeman	Shishole South
Jorien Evans	Shishole South
José Batista	Shishole South
Joseph Conruff	Shishole North
Joseph Dixon	Shishole South
Joseph Donahue	Shishole South
Joseph McMurray	Shishole South
Josh Curcio	Shishole South
Josh Dmo	Shishole South
Josh Friedmann	Shishole South
Josh Krummhaeher	Shishole South
Josh Wiener	Shishole South

Identification	Alternative Preference
Kate Reilly	Shilshole South
Kate Thorsen	Shilshole South
Katherine Weiss	Leary Alternative
Kathryn Doerge	Shilshole South
Katherine Peterson	Shilshole South
Katherine Reiter	Shilshole South
Kathleen	Shilshole South
Kathleen Hayes	Shilshole South
Kathleen Veit	Shilshole South
Kathrine Cook	Shilshole South
Kathryn Coffri	Shilshole South
Kathryn Dean	Shilshole South
Kathryn Etker	Shilshole South
Kathy & Calvin	Shilshole South
Kathy Frodsham	Shilshole South
Kathy M	Shilshole South
Kathy P	Shilshole South
Katie Hargadon	Shilshole South
Katie Hart	Shilshole South
Katie Kuleth	Leary Alternative
Katie Riley	Shilshole South
Katie Roberts	Shilshole South
Katy Ball	Shilshole South
Katy Dixon	Shilshole South
Kayla McCarthy	Shilshole South
Keely Carolan	Shilshole South
Keith Guerin	Shilshole South
Keith Hansen	Leary Alternative
Keith M	Shilshole South
Keith Lund	Shilshole South
Kejia Zhany	Shilshole South
Kei Study	Shilshole South
Keleigh Collins	Shilshole South
Kelley W.	Shilshole South
Kelley Y.	Shilshole South
Kellie Fisher	Shilshole South
Kelly Fallman	Shilshole South

Identification	Alternative Preference
Kelly Hall	Shilshole North
Kelly Lukowski	Leary Alternative
Kelly Maddox	Shilshole South
Kelly McNaugle	Shilshole South
Kelly Merkling	Shilshole South
Kelly Nemmers	Shilshole South
Kelly Pajak	Shilshole South
Kelly Robinson	Shilshole South
Kelsey Lee	Shilshole South
Kelsey McCall	Shilshole South
Kelsey Reed	Shilshole South
Kelsey Sampson	Shilshole South
Kelsey Foulstone	Shilshole South
Kelvin Anderson	Shilshole South
Ken	Other
Ken Anderson	Shilshole South
Ken C.	Shilshole South
Ken Mingeaud	Shilshole South
Ken Morris	Shilshole South
Ken Simmons	Shilshole South
Ken Wagner	Shilshole South
Kendall Berns	Shilshole South
Kent Bergewall	Shilshole South
Kenya Villaboss Diaz	Shilshole South
Kevin	Shilshole South
Kevin Buchholz	Shilshole South
Kevin King	Shilshole South
Kevin Leung	Shilshole South
Kevin Luyao Zhai	Shilshole South
Kevin Norman	Shilshole South
Kevin Lan	Shilshole South
Kim Creager	Leary Alternative
Kim Foss	Shilshole South
Kim Laton	Leary Alternative
Kim McAlpin	Leary Alternative
Kimberly	Shilshole South
Kimberly Foley	Shilshole South
Kira Fleming	Shilshole South

Identification	Alternative Preference
Kristen Ballweg	Shilshole South
Kristen Gradel	Shilshole South
Koy S.	Shilshole South
Kris Harper	Shilshole South
Krista Cammermaid	Shilshole South
Krista Dooley	Shilshole South
Kristen Bahr	Shilshole South
Kristen Behling	Shilshole South
Kristen Danforth	Shilshole South
Kristen Harpea	Shilshole South
Kristen Harris	Shilshole South
Kristen Larson	Shilshole South
Kristen Steele	Shilshole South
Kristin Dahlquist	Shilshole South
Kristin Jones	Shilshole South
Kristin Yamada	Shilshole South
Kristina Mylles	Shilshole South
Kristine Svard	Shilshole South
Kurt Schlatter	Leary Alternative
Kustang Patel	Shilshole South
Kya Druetka	Shilshole South
Kyle Chezik	Shilshole South
Kyle Clayton	Shilshole South
Kyle Hyde	Shilshole South
Kyle Korbine	Shilshole South
Kyle Leitch	Shilshole South
Kyle Leitch	Shilshole South
Kyle Lowery	Shilshole South
Kymberly Tindall	Shilshole South
Kyona Kim	Shilshole South
L. Gibbons	Shilshole South
L. MacLean	Leary Alternative
L. Sanderale	Shilshole South
Lana Cavellil	Shilshole South
Lara S.	Shilshole South
Lars Nowack	Leary Alternative
Lara Seckel	Shilshole South
Laura Aktis	Shilshole South

Identification	Alternative Preference
Laura Dobson	Shilshole South
Laura Doman	No Build
Laura Bubendurf	Shilshole South
Laura F.	Shilshole South
Laura Houley	Shilshole South
Laura Houston	Shilshole South
Laura Nealon	Shilshole South
Laura O'Connell	Shilshole South
Laura Opon	Shilshole South
Laura Palonula	Shilshole South
Laura Pflum	Shilshole South
Laura Sullivan	Shilshole South
Laura Werner	Shilshole South
Laura Whitehead	Shilshole South
Laura Worthen	Shilshole South
Laura	Shilshole South
Laurel Burch	Shilshole South
Lauren Adler	Leary Alternative
Lauren Avery	Shilshole South
Lauren Baker	Shilshole South
Lauren Geiger	Shilshole South
Lauren Jerrold	Shilshole South
Lauren Kison	Shilshole South
Lauren Violette	Shilshole North
Lauren Williams	Shilshole South
Lauren Wolf	Shilshole South
Laurence Hakorsen	Shilshole South
Laurence M. Smith	Shilshole South
Laurie Pickering	Shilshole South
Laurie Pleins	Shilshole South
Laura Roth	Shilshole South
Layla Cole	Shilshole South
Lea Bourna	Shilshole South
Leah Akyon	Shilshole South
Leah Brown	Shilshole South
Leah Feldman	Shilshole South
Leah Hair	Shilshole South
Leah Linsberry	Shilshole South

Identification	Alternative Preference
Leah Lease	Shilshole South
Leah Lopez	Shilshole South
Leah M.	Shilshole South
Leah Schlegel	Shilshole South
Leah W	Shilshole South
Lee B	Shilshole South
Lee Heck	Shilshole South
Lee Williams	Shilshole South
Leigh Finkel	Shilshole South
Lelah Kortline	Shilshole South
Leslie	Shilshole South
Leslie Hoge	Ballard Avenue
Leslie Hurley	Shilshole South
Leslie Nakag	Ballard Avenue
Leslie Reed	Shilshole South
Leslie W.	Shilshole South
Lexi Brumder	Shilshole South
Leyla Rocchi	Shilshole South
Lilli Glöckle	Shilshole South
Lilly Lapink	Shilshole South
Linda	Shilshole South
Linda Brewster	Shilshole South
Linda Daring	Shilshole South
Linda Keeley	Shilshole North
Linda Krippner	Shilshole South
Linda M Rosenwood	Shilshole South
Linda March	Shilshole South
Linda Okano	Shilshole South
Linda Oshins	Shilshole South
Linda Oswald	Shilshole South
Linda Pisa	Shilshole South
Linda Shaw	Leary Alternative
Lindsay Hood	Shilshole South
Lindsay Hoyle	Shilshole South
Lindsay Lagard	Shilshole South
Lindsay Rogers	Shilshole South
Lindsay Clifton	Shilshole South
Lindsay Matrese	Shilshole South

Identification	Alternative Preference
Lindsay Rosen	Shilshole South
Lisa	Shilshole South
Lisa	Shilshole South
Lisa Atkinson	Shilshole South
Lisa G.	Shilshole South
Lisa Gahs	Shilshole South
Lisa Hopkins	Shilshole South
Lisa Mandell	Shilshole South
Lisa Maulin	Shilshole North
Lisa Ochs	Shilshole South
Lisa Plank	Shilshole South
Lisa Rome	Shilshole South
Lisa Schwartzemberger	Shilshole South
Lisa Stewart	Shilshole South
Lisa Vipond	Shilshole South
Liz Diether - Martin	Shilshole South
Liz Fitzhugh	Shilshole South
Liz Gallagher	Shilshole South
Liz Kurz	Shilshole South
Liz Sullivan	Shilshole South
Liza Halvorsen	Shilshole South
Lois	Ballard Avenue
Lorenzo Sumera	Shilshole South
Lori Conzatti	Shilshole South
Lori Miller	Shilshole South
Lori Moulux	Shilshole South
Lori Parker	Shilshole South
Lorrie Wallace	Shilshole South
Lousia Harding	Shilshole South
Lucas James	Shilshole South
Lucas Ruiz	Shilshole South
Lucy Rogers	Leary Alternative
Lucy Smith	Shilshole South
Lydia McCoomb	Leary Alternative
Lynda Krelwitz	Shilshole South
Lynda Logan	Shilshole South
Lyndal Stewis	Shilshole South
Lynne Nieman	Shilshole North

Identification	Alternative Preference
M Bigler	Shishole South
M Crisp	Shishole South
M Schlorett	Shishole South
M Schneider	Shishole South
N Sylvan Lowerts	Shishole South
M Verrey	Shishole South
M. Elise Cope	Shishole South
M. Fedorchenko	Shishole South
M. Ragan Hart	Shishole South
M. Rotu	Shishole South
Micaena Escudero	Shishole South
Mackenzie Fuentes	Shishole South
Madeleine N	Shishole South
Madeleine Volght	Shishole South
Margaret Moore	Shishole South
Maggie	Shishole South
Maggie Bromberg	Leary Alternative
Maggie Cain - Starbird	Shishole South
Maggie Thompson	Shishole South
Maggie Mallon	Leary Alternative
Maggie Moffett	Shishole South
Maggie Thompson	Shishole South
Marija Sclhet	Shishole South
Marc Lentini	Shishole South
Marc Saborrer	Shishole South
Marcus Cooper	Shishole South
Margaret H.	Shishole South
Margaret Matthews	Shishole South
Margaret Ray	Leary Alternative
Margaret Thompson	Leary Alternative
Margot Kravette	Shishole South
Margy Zim	Shishole South
Mari Beth Wilson	Shishole South
Mari Fujino	Shishole South
Maria Eickelmann	Shishole South
Maria Louzon	Shishole South
Maria Sillel	Shishole South
Maria Vete	Shishole South
Marie Anne Hagen	Shishole South

Identification	Alternative Preference
Marilyn Aron	Shishole South
Marilyn Robert	Shishole South
Marilyn Schueer	Shishole South
Marilyn Suarez	Ballard Avenue
Marnimar White - Espin	Shishole South
Marina Shea	Shishole South
Marion Grey	Shishole South
Marit Featherstone	Shishole South
Mark Avelrod	Shishole South
Mark Brunson	Shishole North
Mark Eppang - Jordan	Shishole South
Mark Hammond	Shishole South
Mark Harrison	Shishole South
Mark Karras	Shishole South
Mark Kotzer	Leary Alternative
Mark Moran	Shishole South
Mark Mukaney	Leary Alternative
Mark Petersen	Shishole South
Mark Phares	Shishole South
Mark Quinn	Shishole South
Mark Salman	Shishole South
Mark Slay	Shishole South
Mark Stenerson	Shishole South
Mark Thundera	Leary Alternative
Mark Wisniewski	Shishole South
Markus Carlson	Shishole South
Marla Gray	Shishole South
Marni Edelhart	Shishole South
Maria Lemberg	Shishole South
Martha Toifer	Shishole South
Marti Evans	Shishole South
Martin Jacobson	Shishole South
Marry Schmitzer	Leary Alternative
Mary Alice Tennant	Shishole South
Mary Coughlan	Shishole South
Mary Craig	Shishole South
Mary H.	Shishole South
Mary Holm	Shishole South

Identification	Alternative Preference
Mary Jean Gilman	Shishole South
Mary Kennedy	Shishole South
Mary Kennedy	Shishole South
Mary M	Leary Alternative
Mary Metz	Ballard Avenue
Mary Shornton	Shishole South
Mary Slakovsky	Shishole South
Mary Vincent	Shishole South
Mary Webster	Shishole South
Mary Young	Shishole South
Maryslean Nicholls	Shishole South
Mason Danner	Shishole South
Matisse Miller	Shishole South
Matt	Shishole South
Matt Abis	Shishole South
Matt Bertwof	Shishole South
Matt Bazemore	Shishole South
Matt Gallagher	Shishole South
Matt Hoffman	Shishole South
Matt Jarfy	Shishole South
Matt King	Shishole South
Matt McGarrity	Shishole South
Matt Morris	Shishole South
Matt Neilson	Shishole South
Matt P	Shishole South
Matt Priester	Shishole South
Matt Robert	Shishole South
Matt Sirotzki	Shishole South
Matthew	Shishole South
Matthew Brecker	No Build
Matthew Dessert	Shishole South
Matthew Knorr	Shishole South
Matthew McTernan	Shishole South
Matthew Robertson	Shishole South
Matthew Snow	Shishole South
Matthew Sorenson	Shishole South
Matthew Wolman	Shishole South

Identification	Alternative Preference
Maureen J.	Shishole South
Maureen Kenne*	Shishole South
Max Bailey	Shishole South
Max Gairsteen	Leary Alternative
Max Maier	Shishole South
Maya Dunstan	Shishole South
Mckenna Powell	Shishole South
Meadow	Shishole South
Meghan Guerman	Shishole South
Meg Fox	Shishole South
Megan Blunda	Shishole South
Megan Brandt	Shishole South
Megan C.	Leary Alternative
Megan Dixon	Shishole South
Megan Files	Shishole South
Megan Glordano	Shishole South
Megan Guerin	Shishole South
Megan Jackson	Shishole South
Megan James	Shishole South
Megan Jones	Shishole South
Meghan Jordan	Shishole South
Meghan Larson	Shishole South
Melanie Richards	Shishole South
Melinda Ailes	Shishole South
Melissa	Shishole South
Melissa Caldwell	Shishole South
Melissa DeFrancesco	Shishole South
Melissa Gipson	Shishole South
Melissa Hanson	Shishole South
Melissa Marmakstein	Shishole South
Melissa Shirin	Shishole South
Melissa Topischer	Shishole South
Melissa Wiedle	Shishole South
Melody Buchanan	Ballard Avenue
Meredes C.	Shishole South
Meredith Tymiller	Shishole South
Mitch Gliz	Shishole South
Michael	Shishole South

Identification	Alternative Preference
Michael A Go.	Shishole South
Michael Anderson	Shishole South
Michael Becke	Shishole South
Michael Dillon	Shishole South
Michael Dooley	Shishole South
Michael Duncan	Shishole South
Michael Girardi	Shishole South
Michael H	Shishole South
Michael Hedgecock	Shishole South
Michael Hillner	Shishole South
Michael Howe	Shishole South
Michael Kizman	Shishole South
Michael Knoff	Shishole South
Michael Koller	Shishole South
Michael McGinley	Ballard Avenue
Michael Miller	Shishole South
Michael Miro	Shishole South
Michael Morgan	Shishole South
Michael Pomfret	Shishole South
Michael R Tygart	Shishole South
Michael Rosenwood	Shishole South
Michael Sedgewick	Shishole South
Michael Strand	Shishole South
Michael Tompssett	Shishole South
Michael Uliasso	Shishole South
Michael Utterback	Shishole South
Michael Wallenfels	Shishole South
Michael Wyckoff	Shishole South
Michele Myles	Shishole South
Michelle Barry	Shishole South
Michelle Blakemer	Shishole South
Michelle Funk	Shishole South
Michelle Kelly	Shishole South
Michelle Lancaster	Shishole South
Michelle Mattox	Shishole South
Michelle Rubin	Shishole North
Michelle Savery	Shishole South
Michelle Young	Leary Alternative

Identification	Alternative Preference
Mike Firth	Shishole South
Mike Greyer	Shishole South
Mike Murphy	Shishole South
Mike N.	Shishole South
Mike Pleahy	Shishole South
Miller Myers	Shishole South
Mindi Schwartz	Shishole South
Mindy Hu	Shishole South
Mindy Urdeooold	Shishole South
Minnie Erickson	Shishole South
Mitchell Jacobson	Shishole South
Mk Ball	Shishole South
Moim Lim	Shishole South
Molly Allison	Shishole South
Molly Firth	Shishole South
Molly McGrew	Shishole North
Molly McGrew	Shishole South
Molly Moech	Shishole South
Molly Morgan	Shishole South
Molly Utler	Shishole South
Monica Matthews	Leary Alternative
Monique	Shishole South
Morry Weinberg	Shishole South
Morgan Bellford	Shishole South
Morgan Hale	Shishole South
Morgan Kennedy	Shishole South
Morgan Wolfe	Shishole South
Murry McCullough	Shishole South
N. Russell	Shishole South
N. Taramino	Shishole South
N. Ulloa	Shishole South
Nadia Kabout	Shishole South
Nadia Beronilla	Leary Alternative
Nahjeen Shirazi Wu	Shishole South
Nancy Ashley	Shishole South
Nancy Brannon	Shishole South
Nancy H.	Leary Alternative

Identification	Alternative Preference
Paisha Kazerooni	Shilshole South
Pat Hughes	Shilshole South
Pat McDonald	Shilshole South
Pat Zuberbuhler	Shilshole South
Patricia Collins	Shilshole South
Patrice Sourey	Shilshole South
Patricia	Shilshole South
Patricia Devine	Shilshole South
Patricia Goffey	Shilshole South
Patricia Greer	Shilshole South
Patricia Hoban	Shilshole South
Patrick Donnelly	Shilshole South
Patrick McQueen	Shilshole South
Paul Andrews	Shilshole South
Paul Bryant	Shilshole South
Paul Fuesel	Shilshole South
Paul Goldberg	Shilshole South
Paul Johnson	Shilshole South
Paul K.	Shilshole South
Paul Koubek	Shilshole South
Paul L.	Shilshole South
Paul Mahugh	Shilshole South
Paul Malcom	Shilshole North
Paul Pfallt	Shilshole South
Paula Reynolds	Shilshole South
PaulaFebure	Shilshole South
Pavel Sorokin	Shilshole South
Peggy Glick	Shilshole South
Penny Redman	Shilshole South
Per Nilsson	Shilshole South
Peter Austin	Shilshole South
Peter Gurnar	Shilshole South
Peter Kenway	Shilshole South
Preter McGanney	Shilshole South
Preter McKee	Shilshole South
Preter Rubenstein	Shilshole South
Preter Schamber	Shilshole South
Preter Skarveit	Shilshole South

Identification	Alternative Preference
Nicholas Woods	Shilshole South
Nichole Marsano	Shilshole South
Nichole Marsano	Shilshole South
Nichols Gleason	Shilshole South
Nick Howl	Shilshole South
Nick Lejarcegui	Shilshole South
Nick M.	Shilshole South
Nick Tucker-Stevens	Shilshole South
Nicole Block	Shilshole South
Nicole Gilmore	Shilshole South
Nicole Vander Meulen	Shilshole South
Nigel Houston	Shilshole South
Nikhil Jain	Shilshole South
Niki A	Shilshole North
Niki Pawlik	Shilshole South
Nikki A	Shilshole South
Nikki Barron	Shilshole North
Nikki Hegstrom	Shilshole South
Nila File	Shilshole South
Nina Wolf	Shilshole South
No Name/Address	Shilshole South
Noelle Marylander	Shilshole South
Nora Carria	Shilshole South
Nora F	Shilshole South
Nora L	Shilshole South
Nora Ludviksen	Shilshole South
Norm Tjafro	Shilshole South
Oliver Beagle	Shilshole South
Olivia Voiglar	Shilshole South
Owens Gould	Shilshole South
P. Lewicki	Shilshole South
P. Pantaleo	Shilshole South
Paige Lynch	Shilshole South
Paige McLeary	Shilshole South
Pam Hudgins	Shilshole South
Pam Machaboo	Shilshole South
Parker Beak	Shilshole South
Parker Butterworth	Shilshole South

Identification	Alternative Preference
Nancy Haenzer	Shilshole South
Nancy Hayward	Shilshole South
Nancy HH Miles	Shilshole South
Nancy McKay	Shilshole South
Nancy Park	Shilshole South
Nancy Wilder	Shilshole South
Nanette Chevalier	Shilshole South
Nany Nilson	Shilshole South
Naromi Johnson	Ballard Avenue
Naromi Musgrave	Shilshole South
Nash Emrich	Shilshole South
Nat Kent	Shilshole South
Natalia	Shilshole South
Natalia Maribett	Shilshole South
Natalie	Shilshole South
Natalie Bruecher	Shilshole South
Natalie Ewin	Shilshole South
Natalie Fernandi	Shilshole South
Natalie W.	Shilshole South
Natasha Arora	Shilshole South
Nate Berna	Shilshole South
Nate Hahn	Leary Alternative
Nate Lanting	Shilshole South
Nate White	Shilshole South
Nathan Fearing	Shilshole South
Nathan H.	Shilshole South
Nathanson	Shilshole South
Neil Anderson	Shilshole South
Neil Bransfield	Leary Alternative
Neil Carlson	Shilshole South
Neil Fant	Shilshole North
Neil Wood	Shilshole South
Nels Peterson	Shilshole South
Nessa Goldman	Shilshole South
Nevin Harrison	Shilshole South
Ngan Kim Nguyen	Shilshole South
Nicholas Baker	Shilshole South
Nicholas Corey	Shilshole South

Identification	Alternative Preference
Robert Loe	Ballard Avenue
Robert McDewitt	Shilshole South
Robert O'Leiner	Shilshole South
Robert Bay	Leary Alternative
Robert Rodgers	Shilshole South
Robert Roy	Shilshole South
Roberta Bennett	Shilshole South
Roberta Nelson	Leary Alternative
Roberta Simone	Shilshole South
Robin Jeffers	Shilshole North
Robin Reast	Shilshole South
Robin Sanders	Shilshole South
Robin Stanton	Shilshole South
Robin Werner	Shilshole South
Robyn Thompson	Shilshole South
Rochelle Clark	Shilshole South
Rocio Arrish	Shilshole South
Rod Tarrago	Shilshole South
Rod Voss	Shilshole South
Roger Robertson	Shilshole South
Roger Trousdale	Shilshole South
Ron Hecker	Shilshole South
Ronald Lagasse	Shilshole South
Ronald Muir	Shilshole South
Ronald Pileinis	Shilshole South
Rose Anne Gallus	Shilshole South
Rose Hoonan	Shilshole South
Rose Mesec	Shilshole South
Rose Westwood	Shilshole South
Rosemary Bailey	Shilshole South
Rosemary Stanaway	Shilshole South
Ross Harris	Shilshole South
Ross Perez	Shilshole South
Roxanne B.	Ballard Avenue
Roy Deloy	Shilshole South
Ruth Brogan	Shilshole South
Ruth Duffy	Shilshole South
Ruth Kennedy	Shilshole South

Identification	Alternative Preference
Rebecca Rose	Shilshole South
Rebecca Weinhold	Shilshole South
Rebeckah Johnson	Shilshole South
Reed Longstreth	Shilshole South
Reggie	Leary Alternative
Renae Farage	Shilshole South
Renae Keep	Shilshole South
Renata Urban	Shilshole South
Renny Reep	Shilshole South
Rhonda Loken	Shilshole South
Rhonda McGinley	Ballard Avenue
Ricardo Salas Jr.	Shilshole South
Rich Linsday	Shilshole South
Rich Osborne	Shilshole South
Rich Panneman	Shilshole South
Richard Berg	Shilshole South
Richard Bollinger	Ballard Avenue
Richard Carroll	Shilshole South
Richard Caverly	Shilshole South
Richard Holm	Shilshole North
Richard Ward	Shilshole South
Richard Werner	Shilshole South
Rick Huey	Shilshole South
Rishi Seku	Shilshole South
Rita Lawson	Shilshole South
Rittha Espin de White	Shilshole South
Ritsuko Travis	Shilshole South
RM Fox II	Shilshole South
Rob	Shilshole North
Rob Bramlett	Shilshole South
Rob c/a Legit Tees	Shilshole South
Rob Sanders	Shilshole South
Robert	Shilshole South
Robert Bresac	Shilshole South
Robert Carpenter	Shilshole South
Robert Hackman	Shilshole South
Robert Heinein	Shilshole South

Identification	Alternative Preference
Peter Walchenbach	Shilshole South
Peters Lewy	Shilshole South
Phil Nieman	Shilshole South
Philip Katz	Shilshole South
Phoebie Aulry	Shilshole South
Phomesay Simon	Shilshole South
Pilly Keep	Shilshole South
Pilly Keep	Shilshole South
Polly Cook	Leary Alternative
Pravin Muthukumar	Shilshole South
Quang Tan	Shilshole South
Quang Tran	Shilshole South
R. Byrne	Shilshole South
R. Dyson	Shilshole South
R. Hannil	Shilshole South
R. Hayward	Shilshole South
R. Predigo	Shilshole South
R.B. Severson	Shilshole South
Randesh	Leary Alternative
Rachel Clayton	Shilshole South
Rachel Spain	Shilshole South
Rachel Townsend	Shilshole South
Raquel Toledo	Shilshole South
Rarfer Nielsen	Shilshole South
Ralph Christenson	Shilshole South
Randi Starup	Shilshole South
Rashelle	Shilshole South
Raymond Filion	Shilshole South
Raziel Tribbel	Ballard Avenue
Reanna Norton	Shilshole South
Rebecca	Shilshole South
Rebecca Bora	Shilshole South
Rebecca Bourgeois	Shilshole South
Rebecca D	Shilshole South
Rebecca Durham	Shilshole South
Rebecca Norton	Shilshole South
Rebecca Polthy	Shilshole South
Rebecca Resnick	Shilshole South

Identification	Alternative Preference
Ruth Luckwin	Shishole South
Ruth McDonald	Shishole South
Ruth Walters	Shishole South
Ruth Wynn	Shishole South
Ryan	Shishole South
Ryan Bell	Shishole South
Ryan Corvey	Shishole South
Ryan Hintee	Shishole South
Ryan Kennedy	Shishole South
Ryan Warner	Shishole South
Ryan Wynkoop	Shishole South
Rylee Sullivan	Shishole South
S. Barth	Shishole South
S. Kirchmeier	Shishole South
S. Plunkett	Shishole South
Sabrina Bonagparte	Shishole South
Sabrina Hartman	Shishole South
Sabrina Savarin	Shishole South
Sadie Macklin	Shishole South
Safira Jettia	Shishole South
Sakura Chino	Shishole South
Sal Ponce	Shishole South
Salena Reeves	Shishole South
Sally Ann	Shishole South
Sally Maloney	Shishole South
Sally Underwood	Shishole South
Sam Alon	Ballard Avenue
Sam Barney	Shishole South
Sam Farquharson	Shishole South
Sam Young	Shishole South
Samantha Bannon	Shishole South
Sam Heng	Shishole South
Samuel Merritt	Shishole South
Samuel Moore	Shishole South
Sandra Kish Miller	Shishole South
Sara Adelman	Shishole South
Sara Bloom	Shishole South
Sara Kelly	Shishole South

Identification	Alternative Preference
Sara Labobis	Shishole South
Sara P	Shishole South
Sara Page	Shishole South
Sara Shiflet	Shishole South
Sara Stubblerfield	Shishole South
Sara Avers	Shishole South
Sara Barger	Shishole South
Sarah Burns	Shishole South
Sarah Cantle	Shishole South
Sarah Cullen	Shishole South
Sarah Danaher	Shishole South
Sarah Furstenberg	Shishole South
Sarah Hanser	Shishole South
Sarah Igrateuko	Shishole South
Sarah Mendonca	Shishole South
Sarah Nison	Shishole South
Sarah Park	Shishole South
Sarah Petty	Shishole South
Sarah Sing	Shishole South
Sarah Thomson	Shishole South
Sarah Vogt	Shishole South
Saul Rico	Shishole South
Schielderman	Shishole South
Scott	Shishole South
Scott G.	Shishole South
Scott Shiles	Shishole North
Scott Vignola	Shishole South
Scott Wisdom	Shishole South
Sean Gilmore	Shishole South
Sean Marley	Shishole South
Sean Marley	Shishole South
Sean McCain	Shishole South
Sebastian Clos-Versailles	Shishole South
Seth Caswell	Shishole South
Seth Kekey	Shishole South
Seth Kitzke	Shishole South
Seth Rongkawat	Shishole South
Seth Siegal	Shishole South

Identification	Alternative Preference
Seth Whelan	Shishole South
Shamsh Hirani	Shishole South
Shana McCann	Shishole South
Shanel Slack	Shishole South
Shanog Yaga	Shishole South
Shari Okoda	Shishole South
Sharon Levan	Shishole South
Sharon Myers	Shishole South
Sharajit Sidhu	Shishole South
Shawn Berlin	Shishole South
Shawn Parker	Shishole South
Sheila Aalami	Shishole South
Sheila Bolin	Shishole South
Shelley E	Shishole South
Shelley Kehler	Shishole South
Shelley Lewin	Shishole South
Shelley Levin	Shishole South
Shenoi Lawrence	Shishole South
Sherry Kipnis	Shishole South
Sheryl M	Shishole South
Sheryl Wisser	Shishole South
Shiva Das	Shishole South
Shiv Murrey - In-keep	Shishole South
Shiv Glasby	Shishole South
Sigis Prehnore	Shishole South
Simon B	Shishole South
Simon Hamlin	Shishole South
Simon Pratt	Shishole South
Simon Lavone	Shishole South
Smitha Borkar	Shishole South
Sol Baron	Shishole South
Sondra Snyder	Leary Alternative
Sonja Mersky	Shishole South
Sonya	Shishole South
Sophia Moschart	Shishole South
Sophie Luthin	Shishole South

Identification	Alternative Preference
Soren Olsen	Shishole South
Soren Olsen	Shishole South
Sourmyaduti Scmenu	Leary Alternative
Spencer Politeo	Shishole South
Stacey Lara	Shishole South
Sara Jonason	Leary Alternative
Sara Moffatt	Shishole South
Samton Malcolm	Shishole South
Seranie S	Shishole South
Stephanie Bulcher	Shishole South
Stephanie Gross	Shishole South
Stephanie Shelton	Shishole South
Stephanie Swegle	Shishole South
Stephen Gose	Shishole South
Stephen Greene	Shishole South
Stephen Porter	Shishole South
Stephen Teacher	Shishole South
Stephen Weng	Leary Alternative
Steve	Shishole South
Steve Engländer	Shishole South
Steve Hindman	Shishole South
Steve Heekstra	Shishole South
Steve Kammer	Shishole South
Steve Otto	Shishole South
Steve Pumphyrey	Shishole South
Steven Bourdeau	Shishole South
Steven Fletcher	Shishole South
Steven Reddy	Shishole South
Steven Zaharbas	Shishole South
Susan Anderson	Shishole South
Susan Andreson	Shishole South
Susan Cross	Shishole South
Susan Freccia	Shishole South
Susan Fuller	Shishole South
Susan Lynn Ehlers	Shishole South
Susan Nelson	Shishole South
Susan Nielsen	Shishole South
Susan Peters	Shishole South

Identification	Alternative Preference
Susan Kamstead	Shishole South
Susan Sandy	Shishole North
Susan Stillman	Shishole South
Susan Stillmans	Shishole South
Susan Taylor	Shishole South
Susan Wagner	Shishole South
Susan Willis	Shishole South
Susannah Miller	Shishole South
Susie Stonecker	Shishole North
Susie Thorness	Shishole South
Susanne Elliott	Shishole South
Suzette McClintock	Shishole South
Suzette	Shishole South
Sydney	Shishole South
T. Kelly	Shishole South
T. Greiner	Shishole South
Tal Nozomsky	Shishole South
Tamara J	Shishole South
Tamara Wiesmann	Leary Alternative
Tania Muzumdar	Shishole South
Tanya Budiar to	Shishole South
Tanya Peakdji	Shishole South
Tara Broyhill	Shishole South
Tarak Elqhoroumy	Shishole South
Taylor Hallgrimsson	Shishole South
Teresa Campbell	Shishole South
Teresa Dunkin	Shishole South
Teresa Eitel	Shishole South
TeriBKowsky	Shishole South
Terra Primavera	Shishole South
Terri	No Build
Terri Silver	Shishole South
Terri Watson	Shishole South
Terrie Paine	Shishole South
Terry	Leary Alternative
Terry	Shishole South
Terry P.	Shishole South
Terry Smith	Shishole North

Identification	Alternative Preference
Terry Walsh	Shishole South
Tess Clinkingbend	Shishole South
Tessa Huson	Leary Alternative
Tessa Raebek	Leary Alternative
Thea Nakkels	Shishole South
Theresa Demofre	Shishole South
Theresa Jacobs	Shishole South
Theresa Sculley	Shishole South
Thom Payne	Shishole South
Thomas Demint	Shishole South
Thomas Gairder	Shishole South
Thomas Helson	Leary Alternative
Thomas Pucello	Shishole South
Thomas Shiley	Shishole South
Thomas Wall	Leary Alternative
Thorpe Therapeutic Therapy	Shishole South
Tierrey Cunningham	Shishole South
Tim B.	Shishole South
Tim Brennan	Shishole South
Tim Clark	Shishole South
Tim Lambert	Shishole South
Tim Lynett	Shishole South
Tim Swinburne	Shishole South
Tim Taylor	Shishole South
Tim Zimmerman	Shishole South
Timothy Nelson	Shishole South
Tina C	Shishole South
Tina Hamilton	Shishole South
Tina Lin	Shishole South
Toby Isaac	Shishole South
Toby Peterson	Shishole South
Todd Demmett	Shishole South
Todd Sigley	Shishole South
Tom	Shishole South
Tom Eitel	Shishole South
Tom Matczak	Shishole South
Tom Stlay	Shishole South

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benic_book@msn.com	Shilshole South
bet_frank@hotmail.com	Shilshole South
bettersentinel@gmail.com	Shilshole South
philipofmann@comcast.net	Shilshole South
bjr2574@gmail.com	Shilshole South
bjnsage@gmail.com	Shilshole South
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prof5000@gmail.com	Shilshole South
broofordana@gmail.com	Shilshole South
petern@u.washington.edu	Shilshole South
ptrstr@gmail.com	Shilshole South
queena@gmail.com	Shilshole South
queeneres57@gmail.com	Shilshole South
ra.duffill@comcast.net	Shilshole South
Rechaelguyvc@gmail.com	Shilshole South
rachelholstein@gmail.com	Shilshole South
rzhiltsout@gmail.com	Shilshole South
rahook92@gmail.com	Shilshole South
cahaestonia@gmail.com	Leary Alternative
raindider101@earthlink.net	Shilshole South
rainham@comcast.net	Leary Alternative
randycs@gmail.com	Shilshole South
randy@comcast.net	Shilshole South
rcml@u.w.edu	Shilshole South
rednowflake@hotmail.com	Shilshole South
rezer.duglacan@gmail.com	Shilshole South
retire@gmail.com	Shilshole South
rennvw@gmail.com	Shilshole South
rene.ban513@gmail.com	Leary Alternative
reuning102@gmail.com	Leary Alternative
richard.r.santa@boeing.com	Leary Alternative
rieweg3@yahoo.com	Shilshole South
rieweg425@comcast.net	Shilshole South
riphils@gmail.com	Shilshole South

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connie.chow@gmail.com	Shilshole South
robert@inquestion.com	Leary Alternative
ronbdf3@u.w.edu	Shilshole South
ron@rzwelb.com	Shilshole South
roes527@hotmail.com	Shilshole South
rose98105@yahoo.com	Shilshole South
roy.deaver@gmail.com	Shilshole South
rupietti@gmail.com	Shilshole South
ruphian@gmail.com	Shilshole South
ruobhan@gmail.com	Shilshole South
rug86@live.com	Shilshole South
rusty0043@gmail.com	Shilshole South
ryan.convey@gmail.com	Shilshole South
rynoo@yahoo.com	Leary Alternative
s2k@msp.com	Leary Alternative
samantha.krue@gmail.com	Shilshole South
samiheilf@comcast.net	Shilshole South
sandrarakshmler25@msn.com	Shilshole South
sandrice@u.w.edu	Shilshole South
sarah@buzmail.com	Shilshole South
santaarmy@gmail.com	Shilshole South
sarah.geurknik@gmail.com	Leary Alternative
Sarahbarrow@gmail.com	Shilshole South
sarabgofer@gmail.com	Shilshole South
sarahymdt@comcast.net	Shilshole South
saveenrg5@gmail.com	Shilshole South
saveenr@bappeals.com	Shilshole South
Scam028@gmail.com	Shilshole South
scottt@comcast.net	Shilshole South
scottparky@gmail.com	Shilshole South
scrogemducs19@hotmail.com	Shilshole South
sdcomins@gmail.com	Shilshole South
seanmckee@comcast.net	Shilshole South
seay@seaycorp.com	Leary Alternative
shannoudsvn@comcast.net	Shilshole South
shierwo@gmail.com	Shilshole South

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shiracora@gmail.com	Shilshole South
shwmg174@gmail.com	Shilshole South
silvercrusilla@gmail.com	Shilshole South
slmcoestelica@gmail.com	Shilshole South
slusand@gmail.com	Shilshole South
sluianen@gmail.com	Shilshole South
slbenne@gmail.com	Leary Alternative
skypascal@gmail.com	Shilshole South
skyley38@gmail.com	Shilshole South
skibov@smith.edu	Shilshole South
skweter@aol.com	Shilshole South
smashlum@hotmail.com	Shilshole South
smcanney4@gmail.com	Shilshole South
smullivan67@gmail.com	Shilshole South
smylax@gmail.com	Shilshole South
snagwagle@comcast.net	Shilshole South
snape888@yahoo.com	Shilshole South
snork1@cohercentimids.com	Shilshole South
sophiecoue7@gmail.com	Shilshole South
sourtrian@gmail.com	Shilshole South
sperique@gmail.com	Shilshole South
spulnz333@hotmail.com	Shilshole South
stefan@seattletimes.com	Shilshole South
Storian@yahoo.com	Shilshole South
streetes@gmail.com	Shilshole South
streetes@hotmail.com	Shilshole South
stammiller@gmail.com	Shilshole South
sternor@aol.com	Shilshole South
sternart@gmail.com	Shilshole South
sternocky@yahoo.com	Shilshole South
stevens.chass@gmail.com	Shilshole South
stevn.jacobs.4317@comcast.net	Shilshole South
stewart0549@msn.com	Shilshole South
stewart0549@msn.com	Shilshole South
stewart0549@msn.com	Shilshole South
stonaj@gmail.com	Shilshole South
stoverm@gmail.com	Shilshole South
stundevoc027@hotmail.com	Shilshole South
sunshined20@gmail.com	Shilshole South

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susparkchase@gmail.com	Shilshole South
talbot@msn.com	Shilshole South
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tamboghiani@gmail.com	Shilshole South
tansy@comcast.net	Shilshole South
tanzyc@comcast.net	Shilshole South
tanzyc@gmail.com	Shilshole South
tanzyc@comcast.net	Shilshole North
teoweb@comcast.net	Shilshole South
teeracase@mac.com	Shilshole South
teyl@comcast.net	Shilshole South
thatcher@buraytown.com	Shilshole South
thatsabija@yahoo.com	Shilshole South
theadcamp@gmail.com	Shilshole South
therbanetmike@gmail.com	Shilshole South
thingakart@gmail.com	Shilshole South
thomas.mcfarland@gmail.com	Shilshole South
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thorabe@gmail.com	Shilshole South
thiffayevirstpa@gmail.com	Shilshole South
thre@tigerzone.com	Shilshole South
thruj@yahoo.com	Shilshole South
tristates@yahoo.com	Shilshole South
toofraz@live.com	Ballard Avenue
toonelli@gmail.com	Shilshole South
tom.graber@gmail.com	Shilshole South
tomhrea16@gmail.com	Shilshole South
tomista@gmail.com	Shilshole South
tony@seattleteacher.com	Shilshole South
traskette@gmail.com	Shilshole South
trepaese@yahoo.com	Shilshole South
trillabigh@yahoo.com	Shilshole South
trivaj@gmail.com	Shilshole South
traskett@gmail.com	Shilshole South
twobalbran@gmail.com	Shilshole South
tyndes44@hotmail.com	Shilshole North
tyndes44@comcast.net	Shilshole South

Identification	Alternative Preference
yalg@str@gmail.com	Shilshole South
verbal@hotmail.com	Shilshole South
vilynk@me.com	Shilshole South
voffair8@gmail.com	Shilshole South
wckreter@yahoo.com	Shilshole South
vtdsh1109@hotmail.com	Shilshole South
VTC@cs.comcast.net	Shilshole South
vynovskaya@gmail.com	Leary Alternative
vwhwang2@gmail.com	Shilshole South
wai.hue@gmail.com	Shilshole South
waterchans@mac.com	Shilshole South
watermiller@gmail.com	Shilshole South
wenandler@hotmail.com	Shilshole South
wendy.wood@gmail.com	Shilshole South
wentzbarger@hotmail.com	Shilshole South
whai@aol.com	Shilshole South
whites85@gmail.com	Leary Alternative
whitney.martin08@yahoo.com	Shilshole South
wildthymecatering@gmail.com	Shilshole South
willing@live.com	Shilshole South
winfredandrew@gmail.com	Shilshole South
wjmc@aol.com	Shilshole South
wjmc@aol.com	Shilshole South
wyattbenjamin@hotmail.com	Shilshole South
xgcsf@gmail.com	Shilshole South
xlove@hotmail.com	Leary Alternative
yafimain@gmail.com	Shilshole South
yabank@gmail.com	No Build
yukarvshobka@yahoo.com	Shilshole South
zacklyen@yahoo.com	Shilshole South
zack11@gmail.com	Shilshole South
zlaros5@yahoo.com	Shilshole South
zlamusic@gmail.com	Shilshole South
zzyz@speakeasy.net	Shilshole South
202 West Highland Dr #205 Seattle	Shilshole South
6547 27th NW Seattle	Shilshole South
6729 19th Ave NW Seattle	Shilshole South
2211 E Howe Seattle	Shilshole South

Identification	Alternative Preference
6755 9th Ave NW Seattle	Shilshole South
7002 Cleopatra Pl NW Seattle	Shilshole South
2822 NW 66th St Seattle	Shilshole South
15240 28th Ave SW Burien	Shilshole South
503 N 79th St Seattle	Shilshole South
802 NW 95th St Seattle	Shilshole South
12265 231st Ave S Seattle	Shilshole South
7327 24th Ave NW Seattle	Shilshole South
2615 NW 59th St Seattle	Shilshole South
5442 Leary Ave Seattle	Shilshole South
721 Federal Ave E #B Seattle	Shilshole South
4705 Ballard Ave Seattle	Shilshole South
7354 11th Ave NW Seattle	Shilshole South
3426 Meridian N #13 Seattle	Shilshole South
2013 NW 59th St Seattle	Shilshole South
508 NE 78th St Seattle	Shilshole South
2657 10th Ave W Seattle	Shilshole South
2657 10th Ave W Seattle	Shilshole South
6533 Seaview Ave NW Seattle	Shilshole South
1135 NW 56th St Seattle	Shilshole South
4312 Dayton Ave N Seattle	Shilshole South
2022 4th Ave Seattle	Shilshole South
260 E Newton St #3 Seattle	Shilshole South
2802 NW 62nd St Seattle	Shilshole South
NW 62nd St Seattle	Shilshole South
Tallman Ave Seattle	Shilshole South
810 N 43rd St #3 Seattle	Shilshole South
4892 Ballard Blvd. Bremerton	Shilshole South
PO Box 70218 Seattle	Shilshole South
4427 4th Ave NE Seattle	Shilshole South
Seattle	Shilshole South
2252 NW 59th St Seattle	Shilshole South
3054 NW 56th St Seattle	Shilshole South
3430 23rd Ave W Seattle	Shilshole South
8363 Loyal Way NW Seattle	Shilshole South
2438 NW 63rd Seattle	Shilshole South
4014 30th Ave W Seattle	Shilshole South

Identification	Alternative Preference
5005 6th Ave NW Seattle	Shilshole South
3113 W. Barrett St. Seattle	Shilshole South
2807 NW 56th Seattle	Shilshole South
1222 E Boylston Ave Seattle	Shilshole South
426 19th Ave E Seattle	Shilshole South
2811 27th Ave W Seattle	Shilshole South
2811 27th Ave West Seattle	Shilshole South
206 NW 49th St. Seattle	Shilshole South
4212 Latona Ave NW Seattle	Shilshole South
2005 Jefferson Way Lynnwood	Shilshole South
4632 College Ave. Everett	Shilshole South
1623 Shennedoth Dr. E. Seattle	Shilshole South
4520 Dayton Ave N. Seattle	Shilshole South
529 N. 64th Seattle	Shilshole South
327 NW 52nd St. Seattle	Shilshole South
6811 34th NW Seattle	Shilshole South
621 NW 78th St Seattle	Shilshole South
2102 Lake Wash Blvd N Renton	Shilshole South
1532 NW market St #701 Seattle	Shilshole South
5445 Ballard Ave NW #205 Seattle	Shilshole South
841 NW 53rd St. Seattle	Shilshole South
5429 17th Ave NW Seattle	Shilshole South
3510 W. Emerson St. Seattle	Shilshole South
1748 NW 58th St Seattle	Shilshole South
9232 Mary Ave NW Seattle	Shilshole South
513 W Mercer Place Seattle	Shilshole South
1001 8th Ave NW Seattle	Shilshole South
2219 Westmount Way W Seattle	Shilshole South
2419 NW 59th Seattle	Shilshole South
2312 W Viewmont Way Seattle	Shilshole South
173 NW Cascade Shoreline	Shilshole South
5611 6th Ave NW Seattle	Shilshole South
6817 34th Ave NW Seattle	Shilshole South
2013 18th Ave E Seattle	Shilshole South
5342 Ballard Ave NW Seattle	Shilshole South
9307 21st Ave NW Seattle	Shilshole South
24397 31st Ave W Bothell	Shilshole South
3247 21st Ave W Seattle	Shilshole South

Identification	Alternative Preference
1613 N.48th St Seattle	Shilshole South
1613 N.48th St Seattle	Shilshole South
15552 NE 22nd Pl Bellevue	Shilshole South
4029 Woodland Park N Seattle	Shilshole South
5512 4th Ave NW Seattle	Shilshole South
4370 Leary Way NW Seattle	Shilshole South
939 NW 58th St. Seattle	Shilshole South
204.5 North 62nd Ave NW Seattle	Shilshole South
10542 19th Ave NE Seattle	Shilshole South
1821 E Republican St Seattle	Shilshole South
2332 W Crockett St. Seattle	Shilshole South
1758 NW 59th #B Seattle	Shilshole South
5128 NE 42nd Seattle	Shilshole South
10516 NE E 32nd Place Kirkland	Shilshole South
339 NE Thornton Place Seattle	Shilshole South
7324 29th Ave NW Seattle	Shilshole South
4913 Fremont Ave N. Seattle	Shilshole South
15407 10th Ave SW #3 Burien	Shilshole South
7408 34th Ave NW Seattle	Shilshole South
330 NW 45th St Seattle	Shilshole South
7004 25th Ave NW Seattle	Shilshole South
1828 41st Ave E Seattle	Shilshole South
3007 NW Market St Seattle	Shilshole South
6736 NW 44th St. Seattle	Shilshole South
6323 Seaview Ave NW Seattle	Shilshole South
7749 33rd Ave NW Seattle	Shilshole South
7740 33rd Ave NW Seattle	Shilshole South
532 4th Ave W #203 Seattle	Shilshole South
3620 Francis Ave N #113 Seattle	Shilshole South
1135 NW 56th St. Seattle	Shilshole South
2237 NW G14 St. Seattle	Shilshole South
2052 NW 64th Seattle	Shilshole South
502 13th Ave E #312 Seattle	Shilshole South
320 N 103rd St. Seattle	Shilshole South

Identification	Alternative Preference
4002 95th Ave NE Bellevue	Shilshole South
2925 1st Ave N Seattle	Shilshole South
2619 Queen Anne Ave Seattle	Shilshole South
2450 NW 59th St Seattle	Shilshole South
2088 NW 58th St #102 Seattle	Shilshole South
5503 32nd Ave NW #201 Seattle	Shilshole South
2343 NE 32nd St Seattle	Shilshole South
Seattle	Shilshole South
4122 E Garfield St Seattle	Shilshole South
3906 47th Ave SW Seattle	Shilshole South
10025 45th Ave NE Seattle	Shilshole South
31018 23 1/2 SE Black Diamond	Shilshole South
8388 171st Ave NE Smoltonish	Shilshole South
18727 37th Ave NE Lake Forest Pk	Shilshole South
2119 NW 65th St Seattle	Shilshole South
8730 22nd Ave NW Seattle	Shilshole South
3218 14th Ave W #203 Seattle	Shilshole South
8023 24th Ave Seattle	Shilshole South
7002 Cheopetra Pl NW Seattle	Shilshole South
5557 14th Ave NW #335 Seattle	Shilshole South
328 NW 50th St Seattle	Shilshole South
7003 Seaview Seattle	Shilshole South
1537 NW 52nd #203 Seattle	Shilshole South
902 Aurora Ave N #106 Seattle	Shilshole South
36 W Aurora St #110 Seattle	Shilshole South
707 S Wallace St #306 Seattle	Shilshole South
1430 NW 59th St Seattle	Shilshole South
3346 9th Ave W Seattle	Shilshole South
45306 40th Ave SW Seattle	Shilshole South
13014 Sunnyside Ave N Seattle	Leary Alternative
2555 9th Ave W Seattle	Shilshole South
5551 34th Ave NW Seattle	Shilshole South
4027 NE 115th St Seattle	Shilshole South
152 NE 55th Seattle	Shilshole South
119 NE 58th St Seattle	Shilshole South
9110 60th St Seattle	Shilshole South
950 4th Ave NW Seattle	Shilshole South
2619 NW 59th Seattle	Shilshole South

Identification	Alternative Preference
1921 Taylor Ave N Seattle	Shilshole South
2820 NW 56th St. #302 Seattle	Shilshole South
1713 NW 61st St. Seattle	Shilshole South
2817 NW 94th St. Seattle	Shilshole South
11316 25th Ave. NE #303 Seattle	Shilshole South
1527 NW 57th St. #512 Seattle	Shilshole South
7544 24th Ave NW #B Seattle	Shilshole South
7342 22nd ve NW Seattle	Shilshole South
7352 24th Ave NW Seattle	Shilshole South
924 N 102nd St. Seattle	Shilshole South
10727 17th Ave NE Seattle	Shilshole South
6224 12th Ave NW Seattle	Shilshole South
7561 14th Ave NW Seattle	Shilshole South
4128 Evanston Ave N Seattle	Shilshole South
14126 NE 44th St. Bellevue	Shilshole South
1619 9th Ave Seattle	Shilshole South
31018 230th Place SE Black Diamond	Shilshole South
6005 30th Ave NW Seattle	Shilshole South
1542 NW Market St. #701 Seattle	Shilshole South
1810 N 39th Seattle	Shilshole South
9011 NE 117th Place Kirkland	Shilshole South
110 NW 46th St Seattle	Shilshole South
4902 Fremont #102 Seattle	Shilshole South
1750 NW 62nd St Seattle	Shilshole South
1646 Broadmoor Dr E Seattle	Shilshole South
4810 37th Ave NE Seattle	Shilshole South
3512 NW 71st St Seattle	Shilshole South
2107 N 89th St Seattle	Shilshole South
Seattle	Shilshole South
2027 NE 97th St Seattle	Shilshole South
5435 Leary Way NW Seattle	Shilshole South
903 8th Ave Seattle	Shilshole South
1415 NW 63rd St Seattle	Shilshole South
2229 N 57th St Seattle	Shilshole South
1845 NW 63rd St Seattle	Shilshole South
2841 NW 56th St #206 Seattle	Shilshole South

Identification	Alternative Preference
3921 Greenwood Ave N Seattle	Shilshole South
6724 7th Ave NW Seattle	Shilshole South
5710 1st Ave NW Seattle	Shilshole South
630 12th Ave E. Seattle	Shilshole South
3010 NW 75th St. Seattle	Shilshole South
PO Box 17716 Seattle	Shilshole South
7517 25th Ave NW Seattle	Shilshole South
9415 24th Ave NW Seattle	Shilshole South
1924 202nd Place SE Sammamish	Shilshole South
728 N 43rd St. Seattle	Shilshole South
2421 NW 98th #301 Seattle	Shilshole South
719 3rd Ave W Seattle	Shilshole South
7337 S Sunnycrest Rd Seattle	Shilshole South
4230 3rd NW Seattle	Shilshole South
8511 16th Ave NW Seattle	Shilshole South
4336 1st NW Seattle	Shilshole South
3439 NW 56th Seattle	Shilshole South
6559 15th Ave NW Seattle	Shilshole South
1918 N. Northgate Way Seattle	Shilshole South
2832 12th Ave W Seattle	Shilshole South
9016 NW 57th St. Seattle	Shilshole South
2112 N 42nd Seattle	Shilshole South
12721 9th Ave NW Seattle	Shilshole South
9258 NW 25th Ave Seattle, WA	Shilshole South
13213 Frazer Place NW Seattle	Shilshole South
2214 NW 59th Seattle	Shilshole South
2010 NW 54th St. #102 Seattle	Shilshole South
630 NW 54th St. Seattle	Shilshole South
5513 32nd Ave #107 Seattle	Shilshole South
624 NW 49th St. Seattle	Shilshole South
803 2nd Ave. N Seattle	Shilshole South
9002 11th Ave NW Seattle	Shilshole South
7056 Chespara Place NW Seattle	Shilshole South
1920 1st N Seattle	Shilshole South
6141 130th Ave NE Kirkland	Shilshole South
PO Box 4642 Bremerton	Shilshole South
12352 23rd Ave NE #102 Seattle	Shilshole South
7313 15th Ave NW #201 Seattle	Shilshole South

Identification	Alternative Preference
4310 Meridian Seattle	Shilshole South
320 Halladay St. Seattle	Shilshole South
2430 NW Market St. # 721 Seattle	Shilshole South
2416 NW 64th St. Seattle	Shilshole South
2447 NW 57th St Apr. 402 Seattle	Shilshole South
2931 18th Ave Seattle	Shilshole South
Seattle	Shilshole South
Seattle	Shilshole South
7511 26th Ave NW Seattle	Shilshole South
1111 525 14th Ave Seattle,	Shilshole South
7525 26th Ave NW Seattle	Shilshole South
2130 3rd Ave W Seattle	Shilshole South
9519 8th Ave NW Seattle	Shilshole South
2254 NW 62nd St. Seattle	Shilshole South
8755 Forest Hill Place NW Seattle	Shilshole South
5557 14th Ave NW Seattle	Shilshole South
3346 9th Ave W Seattle	Shilshole South
6242 5th Ave NW #1, Seattle	Shilshole South
5123 17th Ave NW Seattle	Shilshole North
2430 NW Market Seattle	Shilshole South
1710 East Galer St. Seattle	Shilshole South
1623 A. 15th Ave Seattle	Shilshole South
5209 6th Ave NW Seattle	Shilshole South
3821 Meridian Ave N Seattle	Shilshole South
313 NW 67th St. Seattle	Shilshole South
2450 NW 59th St. #102 Seattle	Shilshole South
1132 NW 54th St. #218 Seattle	Shilshole South
2036 B NW 60th St. Seattle	Shilshole South
6824 34th Ave NW Seattle	Shilshole South
5518 3rd Ave NW Seattle	Shilshole South
5518 3rd Ave NW Seattle	Shilshole South
402 NE 50th St. Seattle, WA	Shilshole South
1120 5th Ave N Seattle	Shilshole South
6403 20th Ave NW Seattle	Shilshole South
2438 NW 60th St. Seattle	Shilshole South
6042 Wellesley Way Seattle	Shilshole South
1754 NW Market Seattle	Shilshole South
6216 7th Ave NE Seattle	Shilshole South

Identification	Alternative Preference
2638 NW 58th St Seattle	Shilshole South
3049 NW 62nd St Seattle	Shilshole South
334 NW 51st Seattle	Shilshole South
413 N 90th St Apt. 404 Seattle	Shilshole South
425 A Boylston Ave East Seattle	Shilshole South
517 1st Ave W Seattle	Shilshole South
5604 220th St SW #D101 Mountlake Terrace	Shilshole South
5610 7th Ave NW Seattle	Shilshole South
5923 46th SW Seattle	Shilshole South
626 W Ewing St Seattle	Shilshole South
6512 12th Ave Seattle	Shilshole South
6721 9th Ave NW Seattle	Shilshole South
6732 7th Ave NW Seattle	Shilshole South
6734 16th Ave NW Seattle	Shilshole South
15824 75th Ave NE	Shilshole South
687 North Park, Renton	Shilshole South
709 35th NW Seattle	Shilshole South
7377 23rd Ave NW Seattle	Shilshole South
7787 Sunset Highway B434, Mercer Island	Shilshole South
8022 19th Ave NW Seattle	Shilshole South
922 N 34th St Seattle	Shilshole South
9232 46th Ave NE Seattle	Shilshole South
Bellevue WA 98008	Shilshole South
NW 46th St Seattle	Shilshole South
NW 56th St #230 Seattle	Shilshole South
30202 W Commodore #201 Seattle	Leary/Alternative
6734 Jones Ave NW Seattle	Leary/Alternative
9513 18th Place NW Seattle	Leary/Alternative
P.O. Box 27794 Seattle	Ballard Avenue
1646 Broadmoor Drive E, Seattle	Shilshole South
350 west olympic pl #906 Seattle	Shilshole South
1135 NW 56th Street Seattle	Shilshole South
5710 1st Ave NW Seattle	Shilshole South
8506 Stone Ave N Seattle	Shilshole South

Identification	Alternative Preference
110 NW 58th St Seattle	Leary/Alternative
7543 18th Ave NW Seattle	Leary/Alternative
4062 39th Ave SW Seattle	Leary/Alternative
2762 NW 85th St #206 Seattle	Leary/Alternative
6520 25th Ave NW Seattle	Leary/Alternative
3258 NW 59th Seattle	Leary/Alternative
3258 NW 59th Seattle	Leary/Alternative
3222 NW 68th St Seattle	Leary/Alternative
738 N 104th Seattle	Leary/Alternative
3040 NW 58th St Seattle	Leary/Alternative
3040 NW 58th St Seattle	Leary/Alternative
5912 35th Ave SW Seattle	Leary/Alternative
7319 10th Ave NW Seattle	Leary/Alternative
1612 16th Ave Apt. 26 Seattle	Leary/Alternative
1146 NW 56th St Seattle	Leary/Alternative
1128 NW 61st St Seattle	Leary/Alternative
4914 Wallingford Ave N Seattle	Leary/Alternative
4107 A Fremont Ave N Seattle	Leary/Alternative
2420 N 41st Seattle	Leary/Alternative
2450 Crown Dr W Seattle	Shilshole South
10054 Interlake Ave N Seattle	Shilshole South
121 MLK Jr Way E Seattle	Shilshole South
1218 10th Ave W Seattle	Shilshole South
1218 10th Ave W Seattle	Shilshole South
1230 23rd Ave E Seattle	Shilshole South
129 NE 58th St Seattle	Shilshole South
135 NW 82nd St Seattle	Shilshole South
13611 SE 43rd Place Bellevue	Shilshole South
1418 NW 46th St #105 Seattle	Shilshole South
1547 NW Market St Seattle	Shilshole South
1700 15th Ave Seattle	Shilshole South
1944 1/2 11th Ave W Seattle	Shilshole South
1944 1/2 11th Ave W Seattle	Shilshole South
2012 S Main St #201 Seattle	Shilshole South
2220 3rd N Seattle	Shilshole South
2246 Fairview Ave E Seattle	Shilshole South
2246 NW 61st Seattle	Shilshole South
2632 NW 61st Seattle	Shilshole South

Identification	Alternative Preference
2819 NW 61st St Seattle	Shilshole South
3846B Ashworth Ave N Seattle	Shilshole South
6112 24th Ave NW #302 Seattle	Shilshole South
6714 11th Ave NW Seattle	Shilshole South
3715 206th Place NE, Sammamish	Shilshole South
3425 Meridian Ave N Seattle	Shilshole South
4334 Meridian Ave N Apt. B Seattle	Shilshole South
1764 NW 57th St Seattle	Shilshole South
14557 8th Ave NE Shoreline	Shilshole South
2427 NW 58th St Seattle	Shilshole South
1735A NW 58th St Seattle	Shilshole South
1022 19th NW Ave Seattle	Shilshole South
7529 12th Ave NW Seattle	Shilshole South
211 Summit Ave E #103 Seattle	Shilshole South
2833 NW 60th Seattle	Shilshole South
21410 184th Ave SE Renton	Shilshole South
6332 21st Ave SW Seattle	Shilshole South
1736A NW 59th St Seattle	Shilshole North
5008 20th Ave NW Seattle	Shilshole North
9516 Stone Ave N Seattle	Shilshole North
608 NW 82nd St Seattle	Shilshole North
77 E Lynn #402 Seattle	Ballard Avenue
3252 NE 102nd Seattle	Ballard Avenue
946 NW 97th St Seattle	Ballard Avenue
5111 Shilshole Ave NW Seattle	Ballard Avenue
908 W 103rd St Seattle	Ballard Avenue
7332 Dibble Ave NW Seattle	Leary/Alternative
415 11th Ave #E2 Seattle	Leary/Alternative
3202 W Commodore W #201 Seattle	Leary/Alternative
2026 NW 61st Seattle	Leary/Alternative
8036 17th Ave NW Seattle	Leary/Alternative
18503 SE Newport Way #K243 Issaquah	Leary/Alternative
3816 3rd Ave Seattle	Leary/Alternative
1598 NW 62nd Seattle	Leary/Alternative
21410 52nd Ave W Mountlake Terrace	Leary/Alternative
20705 81st Ave W Edmonds	Leary/Alternative

Identification	Alternative Preference
13213 Frazier Pl NE Seattle	Shilshole South
4902 Fremont #102 Seattle	Shilshole South
2817 NW 94th St Seattle	Shilshole South
6552 NW 51st Street Seattle	Shilshole South
5510 22nd Ave NW Seattle 98107	Shilshole South
153 John St, Unit 1-C Seattle	Shilshole South
6551 26th Ave NW Seattle	Shilshole South
7313 15th Ave NW Seattle	Shilshole South
6402 32nd Ave NW Seattle	Shilshole South
702 Cleopatra Pl NW Seattle	Shilshole South
5229 Leary Ave NW Seattle	Shilshole South
7343 15th Ave NW #111, Seattle	Shilshole South
3249 NE 104th St Seattle	Shilshole South
8023 24th Ave NW, Seattle	Shilshole South
2618 NW 64th St Seattle	Shilshole South
3035 S 204th St Seacac	Shilshole South
4418 2nd Ave NW Seattle	Shilshole South
2235 NW 58th St #406 Seattle	Shilshole South
13006 14th Pl NE Seattle	Shilshole South
110 N 55th St Seattle	Shilshole South
8365 28th Ave Seattle	Shilshole South
9517A 8th Ave NW	Shilshole South
2931 1st Ave Seattle WA, 98121	Shilshole South
6724 7th Ave NW Seattle	Shilshole South
7021 32nd ave NW	Shilshole South
481 164th St SW Lynnwood	Shilshole South
1532 NW 57th St Seattle	Shilshole South
5512 12th Ave Seattle	Shilshole South
334 NE 51st Seattle	Shilshole South
2341 W Crockett St, Seattle	Shilshole North
8023 24th Ave NW, Seattle	Shilshole North
5557 14th Ave NW Seattle	Shilshole North
1424 NW 63rd St #301 Seattle	Shilshole North
5811 20th Ave NW Seattle	Shilshole North
9616 13th Ave NW Seattle	Leary/Alternative
5917 30th Ave NW Seattle	No Build
990 NW 51st St 98107	Shilshole South
3255 NW 57th St Seattle	Leary/Alternative