

BURKE-GILMAN TRAIL MISSING LINK

Fall 2018

PROJECT DESCRIPTION

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

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

PROJECT HISTORY

The project has been in development since 2001 following the Seattle City Council’s direction to evaluate completing the missing portion of the Burke-Gilman Trail. SDOT completed an initial environmental review of the project in 2008, and ultimately developed a draft Environmental Impact Statement (EIS), which was published in 2016.

The EIS process included a scoping period to determine the route options to be considered, several open houses, and public comment periods.

Multiple route options were studied considering the following:

- Provide a direct route, while accounting for driveway and intersection crossings
- Consider street types and adjacent land uses

The final EIS was published in May 2017 and identified a preferred alternative.

PROJECT NEED AND BENEFITS

Construction of the Missing Link will create a predictable multimodal corridor in Seattle’s Ballard neighborhood and a complete regional trail that enhances safety for all users. It will improve predictability for motorized and non-motorized users while maintaining safe truck and freight access to local businesses. A complete trail network also improves Seattle’s health and quality of life for people of all ages and abilities.



NEXT STEPS

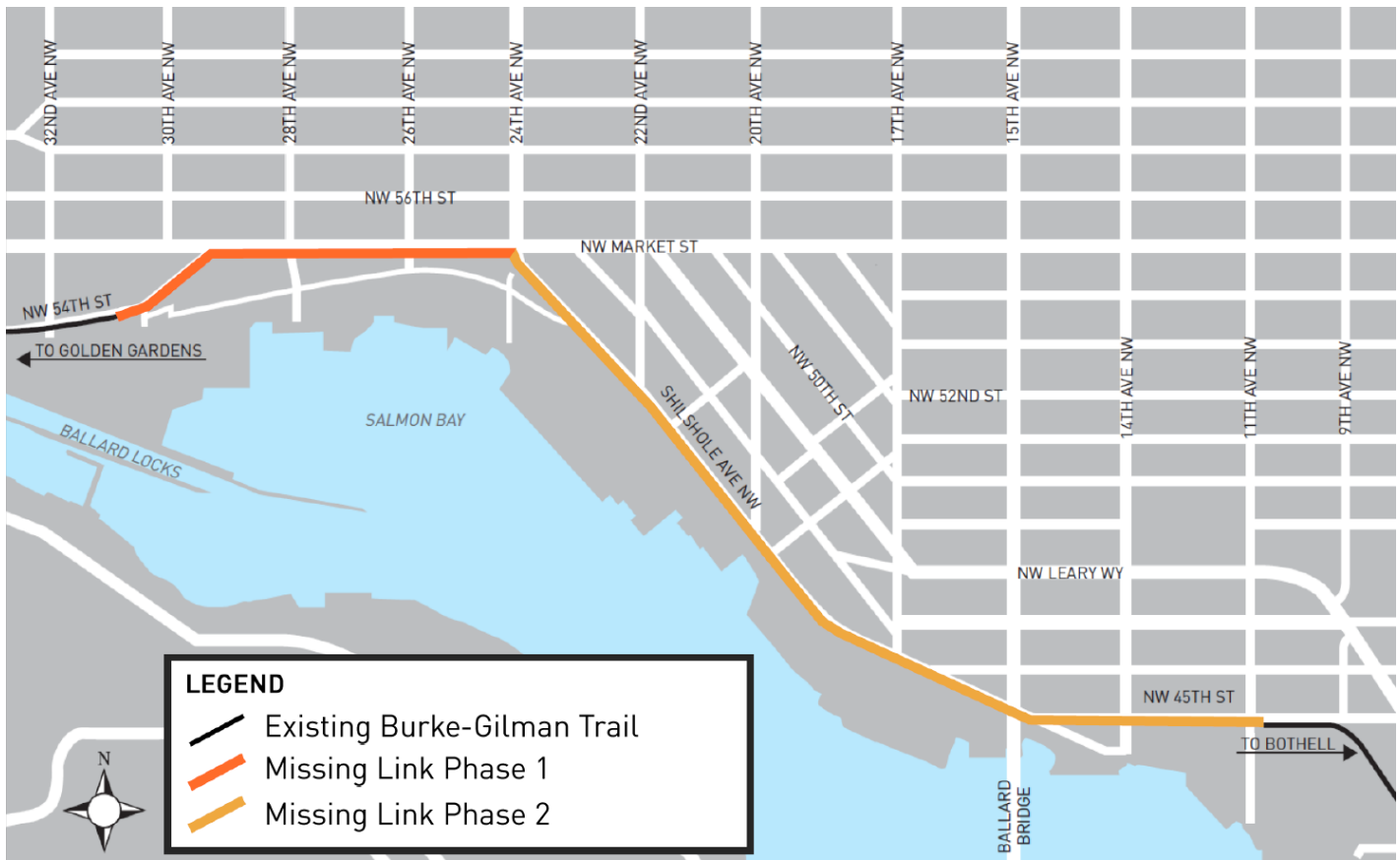
Final design is expected to be complete by late 2018. The design takes into account all users and works to create a safe and predictable corridor in this unique part of the City.

Construction will be completed in two phases:

- Work on Phase 1, which includes NW 54th St and NW Market St, is expected to begin in early 2019 and be completed by late 2019
- Work on Phase 2, which includes Shilshole Ave NW and NW 45th St, is expected to begin in mid-2019 and be completed in late 2020.

WHAT YOU NEED TO KNOW

- **The final Environmental Impact Statement was published in May 2017.**
- **Final design is anticipated to be completed for the corridor by late 2018.**
- **Construction is anticipated to begin by early 2019 and be completed by late 2020. Construction is expected to be phased.**



PROJECT ELEMENTS

The Burke-Gilman Trail currently ends at 30th Ave NW at the Hiram M. Chittenden Locks (on the west) and begins again at the intersection of 11th Ave NW and NW 45th St (on the east). Completing the Missing Link will connect these 2 existing portions along the following route (from west to east):

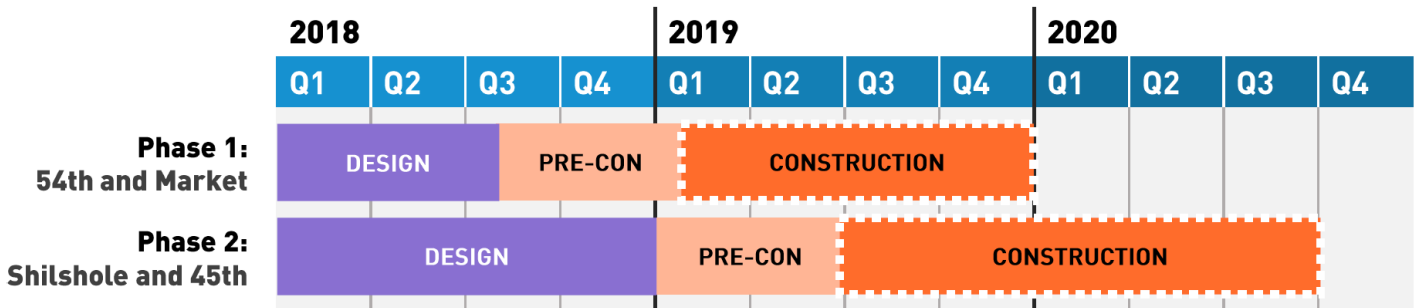
- South side of NW 54th St to NW Market St
- South side of NW Market St to Shilshole Ave NW
- South side of Shilshole Ave NW to NW 45th St
- South side of NW 45th St to the existing trail at 11th Ave NW

PROJECT DESIGN GOALS

SDOT focused on the following to guide the design phase of this project:

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

ANTICIPATED PROJECT TIMELINE



PROJECT INFORMATION & CONTACT

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