

BURKE-GILMAN TRAIL MISSING LINK PROJECT

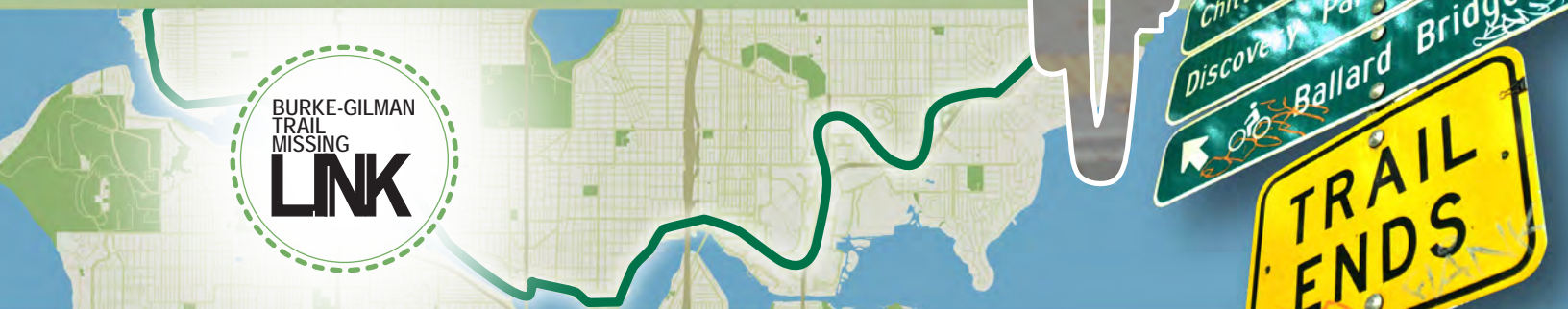


Seattle
Department of
Transportation

Final Environmental Impact Statement

Volume 2: Comments and Responses

May 2017





Below is an index of comments received on the Draft EIS. Copies of these letters and responses are included. Please note that comment letters may not be sequential as duplicate letters have been removed.

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03	Paul Sivesind & Eric Stoll	Ballard Chamber Of Commerce
04	Kji Kelly	Historic Seattle
05	Eugene Wasserman	North Seattle Industrial Association
06	Jon Hegeman	Ballard Farmers Market
07	Lisa Quinn	Feet First
08	Elizabeth Kiker	Cascade Bicycle Club
09	Joshua C. Brower, Veris Law	Ballard Business Appellants (BBA)
10	Jamie Cheney	Seattle Children's
11	Kevin Carrabine	Friends Of The Burke Gilman Trail
12	Doug Dixon	Pacific Fishermen, Inc.
13	Larry A. Ward	PFI Marine Electric
14	Gordon Padelford & Bob Edmiston	Seattle Neighborhood Greenways
15	Warren R. Aakervik, Jr.	Past Seattle Freight Advisory Board Member/Past Owner Of Ballard Oil Co.
16	Moe Moosavi, P.E.	Fremont Resident
17	Brian Estes	
18	Audrea Caupain	Centerstone
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21	Gregory Lyle	Ballard Mill Properties, LLC
22	Rick J. Leavitt	Northern Lights, Inc.
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44	Dave Gorton	
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93	David Folweiler	
94	Demian Godon	
95	Dom Blachon	
96	Emily Kotz	
97	Gil Youenes	Seattle Farmer's Markets
99	Jean Darsie	
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102	Judy Davis	
103	L. Hammack	
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123	Mason Williams	
124	Aaron Piper	
125	Ada Hamilton	
126	Alex Morrow	
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128	Allen Wycoff	
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131	Anitra Ingalls	
132	Anthony Castanza	Phd Student, University Of Washington
133	Art Valla	
134	Barbara Orchard Aragon	
135	Ben Johnson	
136	Bette Pine	
137	Bill Cortes	
138	Bill Fortunato	
139	Bill Mcgee	
140	Linda Williams	
141	Paul L. Anderson	
142	Mike Nichols	

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143	Anders Svendsen	
144	Tim Morgan	Covich Williams
145	Josh Drenth	
146	Scott Hazard	Covich Williams
147	Mark Barth	
148	Brian Larmore	
149	Brooke Barnes	
150	Bruce Miller	
151	Bruce Parker	
152	Bryan Paetsch	
153	Carolyn Hughes	CD Stimson Companies
154	Charles Kiblinger	
155	Chelo Gable	Cashew Crème
156	Chris Dowsing	
157	Chris Nichols	
158	Chris Warner And Pam Murray	
159	Clay Vredevoogd	
160	Courtney O'neill	
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163	David Goll	
164	David Ramenofsky	
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168	Diane Turner	
169	Donn Cave	
170	Doug Ollerenshaw	
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179	Everett Spring	
180	Gabe Murphy	
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183	Harriet Baskas	
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186	Jason Dougherty	
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190	Jonathan Jenkins	
191	Jonathan Scanlon	
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193	Julie Hecht	

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195	Justin Mayo	
196	Karin Kubischta	
197	Katherine J. Hall	
198	Katie Lewis	
199	Ken Schiele	
201	Kirk Griffin	
202	Kriston Mcconnell	
203	Lance Farr	
204	Lee Roberts	
206	Leif Espelund	
207	Lisa Enns	
208	Lizette Hedberg	
209	Lyon Terry	
210	Marc Waite	
211	Margy Zimmerman	
212	Mark Foltz	
213	Mark Parker	Mark Parker Architects
214	Mary Ann Mundy	
215	Mary Slavkovsky	
216	Michael Jaworski	
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218	Michael Redman	
219	Millie Magner	
220	Nathan Soccorso	
221	Niall Dunne	
222	Nicholas Weikel	
223	Nicholas Sharp	
224	Nick Wagner	
225	Nicole Bradford	
226	Nicole Pawlik	
227	Olga Kachook	
228	Paul Chapman	
229	Paul Tomita	
230	Paul Weiden	
231	Peggy Printz	
232	Perry Sproed	
233	Phillip Singer	
234	Randy Miller	
235	Richard Becker	
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238	Robert Neely	
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240	Ron Dickson	
241	Ruth Kennedy	
242	Sarah Vincent	
243	Scott Grandlund	
244	Serena Mora	
245	Shelly Bowman	
246	Shwan Rasheed	

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247	Skylar Thompson	
248	Sterling Cassel	
249	Steve Hall	
250	Sundipta Rao	
251	Suzanne Dills	Commercial Marine Construction Company
252	Taj Hanson	
253	Tim Joyce	
254	Timothy Heydon	
255	Tom Freisem	
256	N/A	
257	Will Ameling	
258	Will Kruse	
259	Zachary Lyons	
260	Adrian Down	
261	Alicia Mariscal	
262	Allan Blackman	
263	Andrew Sullivan	
264	Andy Gibb	
265	Anna Bell	
266	Anne Taylor	
267	Annette Frahm	
268	Barbara Loners	
269	Becky Taylor	
270	Ben Lukoff	
271	Ben Peterson	
272	Bill Mundy	
273	Brie Gyncild	
274	Dave Dearing	
275	Carolyn Marr	
276	Chris And Dawn Hemminger	
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278	Damon May	
279	Dan Eisenberg	
280	Dave Bollman	
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282	David Robison	
283	Davidya Kasperzyk,	
284	Ed Conry	
285	Ed Pottharst	
286	Ellen Butzel	
287	Frances Perry	
288	Frank Harris	
289	Fred Lott	
290	Gary Hallemeier	
291	George Ostrow	
292	Greg Kuhn	
293	Gregg Rice	
294	Hayley Keller	Peddler Brewing Company
295	Jan Peter Eklund	
296	Jane Hu	

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297	Jason Walker	
298	Jason Wax	
299	Jeannette Kane	
300	Jeff Parsons	
301	Jerry Scheller	
302	Jessica Kelley	
303	Jessica Lucas	
304	Jessie Rymph	
305	Jim Liming	
306	Jim Stark	
307	John Alving	
308	Julia Michalak	
309	Kevin Carrabine	
310	Kevin Kaldestad	
311	Kimberly Kinchen	
312	Kristel Wolf	
313	Kyle Steuck	
314	L. Mishefski	
315	Lauri Sweeney	
316	Linda Mendelson	
317	Linda Schwartz	
318	Lisa Corey	
319	Luke Mcguff	
320	Marc Schrameck	
321	Marjorie Bunday	
322	Mark Rubel	
323	Mary Englund	
324	Mary Goldman	
325	Matt Leber	
326	Matthew Snyder	
327	Melinda Mullins	
328	Merlin Rainwater	
329	Michael Hanson	
330	Michael R Wolf	
331	Mike Boyle	
332	Nathan Murdock	
333	Noah Glusenkamp	
334	Peter Krystad	
335	Gary Anderson	
336	Rebecca Barnes	
337	Richard Petters	
338	Ron Adams	
339	Ron Whitman	
340	Russ Mead	
341	Scott Bonjukian	
342	Shaina Akidau	
343	Stephen Spencer	
344	Steve Malone	
345	Sumner Parkington	
346	Susan Helf	

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347	Susan Johnston	
348	Tarrell Kullaway	
349	Todd Wathey	
350	Tom Walker	
351	Whitney Neufeld-Kaiser	
352	Zach Nostdal	
353	Ronald Eber	
354	Adam Sherman	
355	Amanda Scharen	
356	Andrew Reed	
357	Annika Elias	
358	Anthony Hodsdon	
359	Aura Ruddell	
360	Blaire Berry	
361	Brian Ferris	
362	Brian King	
363	Briana Orr	
364	Brooks De Peyster	
365	Chris Jones	
366	Chris Loeffler	
367	Daniel Rowe	
368	Daniel Weise	
369	David Moise	
370	David Raible	
371	David Rust	
372	Debbie Bermet	
373	Doug Nellis	
374	Ed Ledger	
375	Elizabeth Watson	
376	Fulvio Casali	
377	Glen Koski	
378	Greg Arden	
379	Jack Brautigam	
380	Jacqueline Thiebe	
381	Jennie Laird	
382	Jenny Heins	Sustainable Ballard
383	Jerry Scott	
384	Jessica Cohen	
385	Jessica Munns	
386	Jill Mcgrath	
387	Jim And Marsha Lemoine	
388	John Jordan	
389	Jon Mcaferty	
390	Joshua Shanks	
391	Juan Valera	
392	Julian Davies	
393	Karen Howell	
394	Kathy Harris	
395	Katie Idziorek	
396	Ken Walkky	

Letter	Name	Organization
397	Laura Middleton	
398	Liz Mccarthy	
399	Lizmikio@Seanet.Com	
400	Lurline Sweet	
401	Margot Kravette	Seattle Children's
402	Martha Dilts	
403	Mindy Vredevoogd	
404	Nicole Clopper	
405	Nigel Barron	CSR Marine Inc.
406	Noah Keteyian	
407	Pamela Belyea	
408	Paul Obrecht	
409	Rebekah Strong	
410	Rex Wardlaw	
411	Rhodri Thomas	
412	Robert Heller	
413	Robert Kangas	
414	Ryan Bergsman	
415	Ryan Kellogg	
416	Sabrina Souza	
417	Sarah Doherty	
418	Sasha Kemble	
419	Scott Duckworth	
420	Scott Travis	
421	Shirley Savel	
422	Steve Hurley	
423	Tara Mixon	
424	Ted Wayland	
425	Thomas Bayley	CD Stimson Company (President)
426	Whitney Holody	
427	Andrew Burkhalter	
428	Andrew Miller	
429	Anthony Vallone	
430	Catherine Hennings	
431	Chris Rodkey	
432	Colin Grist	
433	Corey Endo	
434	Dave Pippin	
435	David Sabban	
436	Dayna Loeffler	
437	Deborah Dickstein	
438	Eli Brandt	
439	Elizabeth Andersen	
440	Eric Crahan	
441	Hannah Hickey	
442	Jack Tomkinson	
444	Jake Tracy	
445	Jared Clement	
446	Jen Landry	
447	Jenn Pierce	

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448	John Carpenter	
449	John Parejko	
450	Julie Goldberg	
451	Keri Drewry	
452	Kimberly Malone	
453	Kristen McCormick	
454	Leah Pastrana	
455	Liam Bradshaw	
456	Liz Gallagher	
457	Maarten Van Dantzich	
458	Matt Welsh	
459	Merlin Woodman	
460	Mike Wagenbach	
461	Rachel Nagorsky	
462	Rebecca Kettwig	
463	Reid Farris	
464	Richard Shelmerdine	
465	Robert Wahlborg	
466	Robin Briggs	
468	Simon Pelchat	
469	Steve Lovell	
470	Stephen Newman	
471	Tim Hesterberg	
472	Tim Lewis	
473	Vicki Shapley	
474	Alan Greenbaum	
475	Andrew Dipietro	
476	Beth Boram	
477	Sean Sheldrake	
478	Betsy Bruemmer	
479	Carey McGilliard	
480	Carol Tobin	
481	Cary Foster	
482	Cheryl Haines	
483	Chris Mehlin	
484	Clint A Hall	
485	Clinton Scharen	
486	Colin Ernst	
487	Colin Macdonald	
488	Daniell Heller	
489	Dave Rider	Simulab
490	Denise Mamaril	
491	Dieter Krumpelmann	
492	Donna Lepard	
493	Douglas Farr	Seattle Farmers Market Association
494	Eli Patten	
495	Eric Buer	
496	G. Lane Soholt	
497	Gail Kieckhefer	
498	Hillary Edmonds-Banfield	

Letter	Name	Organization
499	Howard Langeveld	
500	James Whiting	
501	Jeta75	
502	Joanna Hingle	
503	Joanne Epping-Jordan	
504	Jonathan Sirois	
505	Jory Wackerman	
506	Keith Jerome	
507	Kit Galvin	
508	Les Atlas	
509	Liila Woods	
510	Lilli Ann Carey	
511	Linda Hanlon	
512	Lindsey Zielke	
513	Mark Olsoe	
514	Matt Duvall	
515	Matt Gardner	
516	Melody Palmber	
517	Michelle Gail	
518	Miles Crawford	
519	Mimi	
520	Nancy Helm	
521	Neal Zeavy	
522	Nicolas Leduc	
523	Pat Gilbrough	Ballard Health Club, Owner And Manager
524	Rj Conn	Seattle Children's - Transportation Coordinator
525	Robbie Phillips	
526	Robert Drucker	Red Cottage Studios
527	Sheri Mar	
528	Steve Shuman	
529	Sue Pierce	West Woodland Neighborhood Association
530	Susan Dahl	
531	Tim O'conner	
532	Tom Miller	
533	Troy Glennon	
534	Tyler Akidau	
535	Multiple Senders	
536	Will Pierce	
537	Connie Kelleher	
538	James Baker	
540	Julie Alaimo	
541	David Parsons	
542	Matthew Peters	
543	Scott Miles	
544	Robert Elleman	
545	Connie Combs	
546	Paul Sorrick	
547	Rob Snyder	
548	Rob Zisette	
549	David Caldwell	

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550	Martin Pagel	
551	Bridget Hughes	
552	Peri Hartman	
553	Renelle Risley	
554	Multiple Senders	
555	Christine Ingersoll	
556	Leslie Hoge	
558	Robert C Strauss	
559	Karen Abelsen	
560	Miller Myers	
561	Ryan Macnamara	
562	Steph Dietzel	
563	Mike Kelly	
564	Aaron Czyzewski	
565	Waldemar Cerbinski	
566	Judy Kirkhuff	
567	Thomas Van Pelt	
568	Tom Capell	
569	Jim Peschel	
570	Mark Durall	Manager Olympic Athletic Club
571	Colleen Lennon	
572	Johawna Oleana-Perry:	
573	Robin Randels:	
574	Ryan Reiter:	
575	Andy Lyle	
576	Lynsey Grunenfelder:	
577	Josef Mansour:	
578	Jayson Todd Morris	
579	Jeannine Welfelt	
580	Michael Wolf	
581	Doug Farr	
582	Jalair Box	Canal Station Condos
583	Bruce Miller	
584	Craig Hatton	
585	Robert Kosara	
586	Mr. Ackermann	
587	Jim Walseth	
588	Casey Gifford	
589	Jeff Dubrule	
590	David Moise	
591	Shannon Koller	
592	Rudy Pantoja	
594	Jim Peschel	
595	Millie Magner	
596	Matt Stevenson	
597	Jordan Lowe	
598	Marcia Holiday	
599	Doug Farr	General Manager Farmers Market
600	Lee Bruch	
601	Becky Taylor	

Letter	Name	Organization
602	Brian Estes	
603	Bob Edmiston	
604	Jennifer Goldman	
605	Gregory Lyle	Ballard Mill Properties
606	Alice Royer	
607	Jean Darsie	
608	Gil Youenes	
609	Anson Thurston	
610	Randi Starup	
611	Douglas Kingston	
612	Laurie Miller	
613	Warren Aakervik	
614	Rod Huntress	
615	Demian Godon	
616	Lucy Rodriguez-Rogers	
617	Max Baker	
618	Brent Howe	
619	Multiple Senders	

Letter No. 1



Alyson Brooks Ph.D., Director
State Historic Preservation Officer

June 30, 2016

Mr. Art Brochet
City of Seattle - DOT
700 5th Avenue, Suite 3800
Seattle, WA 98124-4996

In future correspondence please refer to:
Project Tracking Code: 2016-06-04645
Property: Burke-Gilman Trail Missing Link
Re: Receipt of DEIS

Dear Mr. Brochet:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP) and providing a copy of the draft environmental impact statement for the Burke-Gilman Trail Missing Link project. The report has been reviewed on behalf of the State Historic Preservation Officer (SHPO) under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. My review is based upon documentation contained in your communication.

It would appear from the information contained in the report that all four potential alternatives for the connecting trail segment may have some impact on cultural and/or historic resources. From a resource perspective, impacts resulting from trail construction would be most significant to built-environment resources, standing structures older than fifty years of age, and established historic districts and neighborhoods. Avoiding known historic districts that have already been determined eligible for listing in the National Register of Historic Places would be the most prudent and cost-effective. Impacts to archaeological resources would be expected to be minimal based on stratigraphic and other soils data.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer (SHPO) in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800. Also, we appreciate receiving copies of any correspondence or comments from concerned tribes and other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4). Should additional information become available, our assessment may be revised.

Thank you for the opportunity to review and comment. If you have any questions, please contact me.

Sincerely,

Matthew Sterner, M.A.
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov

State of Washington • Department of Archaeology & Historic Preservation
P.O. Box 48343 • Olympia, Washington 98504-8343 • (360) 586-3065
www.dahp.wa.gov



01 - 001 Thank you for your letter. While the Preferred Alternative avoids the Ballard Historic District it would impact the Seattle Lake Shore and Eastern Railroad Grade (SLS&E RR)/Ballard Terminal Railroad (BTR) by relocating the tracks between 14th Ave NW and 17th Ave NW. These construction activities would be coordinated with the owners of the SLS&E RR/BTR and DAHP, as appropriate.

01-001

Letter No. 2



July 28, 2016

Scott Kubly, Director
 Seattle Department of Transportation
 c/o Mark Mazzola, Environmental Manager
 PO Box 34996
 Seattle, WA 98124
 Via email: BGT_MissingLink_Info@seattle.gov

Re: **Port of Seattle Comments on the Burke Gilman Trail Draft EIS**

Dear Mr. Kubly:

02-001

Thank you for the opportunity to review the **Draft EIS for the Burke-Gilman Trail Missing Link Project**. The Port of Seattle operates several facilities in the Ballard Interbay North Manufacturing Industrial Center (BINMIC): Shilshole Bay Marina, Fishermen’s Terminal and the Maritime Industrial Center. Access to these facilities is critical, whether by truck, car, bike, bus or boat. Additionally, we support the interests of all maritime and industrial stakeholders in the BINMIC to preserve and enhance the economic vibrancy of those industrial sectors. And, like all members of the community, we want safe operating routes for all the travelling public.

02-002

Please address the driveway, parking and land use concerns of the maritime and industrial operators as presented in the Freight Advisory Board letter (and elsewhere).
 Completion of the Burke Gilman Missing Link has long been an intractable problem, a sign of the difficulty and the importance of the solution. As such, we believe the Draft EIS must be a thorough and fair assessment of the alternatives, their impacts and potential mitigation for the bike path missing link.

02-003

Recognize the importance of separating bicycle traffic from motor vehicle traffic, and especially trucks, for both operations and safety.
 Truckers and bicyclists are polar opposites on the spectrums of visibility, maneuverability and vulnerability in collisions. While we advocate careful attention and operating safety when these two modes share the road, the consequences of accidents are critical. Providing separate facilities with minimal interfaces is the best place to begin.

02-004

We believe that the alternatives farther north would be better alternatives than those adjacent to the ship canal.
 Maritime and industrial operations rely on their proximity to the Ship Canal, and can neither move their operations, nor how they access their sites. Locating the bike trail away from those terminals and businesses provides safer routes in residential areas.

P O Box 1209
 Seattle, WA 98111-1209
 USA



Tele: (206) 787-3000
 Fax: (206) 787-3252
 www.portseattle.org

02 - 001 Thank you for your comments.

02 - 002 Please see the Final EIS for information on the Preferred Alternative, including potential impacts to and mitigation for driveway access, parking, and land use concerns. Responses to comment letters received on the Draft EIS from the maritime and industrial community are included in Volume 2 of the Final EIS. SDOT agrees that the EIS process must be a thorough and fair assessment of the alternatives, impacts, and mitigation, and continues to work with the community to address their concerns.

02 - 003 Ensuring the safety of trail users and motor vehicles is a critical component of the project. SDOT recognizes the importance of providing separation for different modes of transportation. SDOT is incorporating City standards and the American Association of State Highway and Transportation Officials (AASHTO) and National Association of City Transportation Officials (NACTO) guidelines for bicycle and trail facilities into the trail design. Roadway modifications, intersection treatments, driveway design, and parking lot changes that could be incorporated in the final design phase of the project to provide separation and address safety, access, nonmotorized users, and vehicle types are described in Section 1.7.1 of the FEIS, Roadway Design and Safety Considerations.

02 - 004 The Preferred Alternative avoids the maritime and industrial businesses along NW 54th St at the west end of the project by following a section of NW Market St. Refer to Section 1.4.2 of the FEIS for a discussion of the selection process, and Section 1.6.1 for a discussion of the Preferred Alternative.

Operation of any of the Build Alternatives would increase safety compared to existing conditions and support the City of Seattle’s long-term plans for increasing safe, nonmotorized transportation. In some cases, street improvements could facilitate freight movement. As noted in the Draft EIS, any of the Build Alternatives would require adjacent land uses to adapt to pedestrian and bicycle traffic using the trail, or to change how they use the existing rights-of-way. No direct displacement of any land use is expected under any of the alternatives. Further, none of the businesses are expected to be disrupted to the extent that it would cause them to cease operations (Technical Appendix A, Land Use Discipline Report).

Port of Seattle: Comments on Burke Gilman Trail DEIS Page 2

Thank you for the opportunity to comment. The Port looks forward to working with you and members of both the freight and bicycle communities as the Burke Gilman Train Missing Link Project moves forward.

Sincerely,



Lindsay Pulsifer
Managing Director, Maritime
Port of Seattle

Cc: McKendry, Courtney, Gellings, Goodwin, Poor, Shultz, Wolpa

Letter No. 3



July 27, 2016

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

Dear Mr. Kubly,

The Ballard Chamber of Commerce recognizes the importance of completing the Burke Gilman Trail to the Ballard community and generally supports connecting the trail from the intersection of 11th Avenue NW and NW 45th Street on the east to 30th Avenue NW by the Hiram M. Chittenden (Ballard) Locks on the west.

Since the release of the Draft Environmental Impact Statement, the Ballard Chamber has hosted conversations with the Cascade Bicycle Club, Friends of the Burke Gilman Trail, representatives of the maritime and industrial businesses located on Shilshole Avenue, the Ballard Farmers Market and other businesses that are located within the footprint of the various route options.

As a result, we offer the following for consideration as you prepare the Final Environmental Impact Statement:

The Ballard Avenue Alternative is not a viable option. The combined operational impacts of this route as it relates to safety, recreation, transportation and parking are too significant.

With respect to the Shilshole and Leary routes, all present challenges for different reasons. With respect to both the North and South Shilshole routes, a significant portion (greater than one half) of the route is adjacent to industrial uses that depend on freight mobility, which is of concern to many of the businesses along those proposed routes. Also, the Shilshole routes will incur a significant loss of on-street parking.

While the Leary alternative appears to present the least impact to the community and businesses within Ballard, many stakeholders have expressed concerns that the route may not be suitable for connecting the Burke Gilman.

03 - 001 Thank you for your comments. The Preferred Alternative was selected after consideration of all the factors mentioned in your letter. Please see the Final EIS for information on impacts expected from the Preferred Alternative, and refer to Section 1.4.2 of the Final EIS for a discussion of the Preferred Alternative selection process.

03-001

03-001

We encourage you to significantly review the impact that each of those alternatives will have most importantly on safety, as well as parking, freight mobility, traffic and transportation.

Additionally, we encourage design creativity and flexibility with respect to the final trail configuration.

Thank you for your time and consideration. We look forward to engaging in this conversation in the months ahead.

Sincerely,



Paul Sivesind
Co-President, Board of Directors



Eric Stoll
Co-President, Board of Directors

Letter No. 4



**PRESERVATION DEVELOPMENT
AUTHORITY COUNCIL**

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04-001

July 28, 2016

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

Via e-mail

Re: Draft Environmental Impact Statement (DEIS) for Burke-Gilman Trail Missing Link

Dear Mr. Kubly,

Thank you for the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) for the Burke-Gilman Trail (BGT) Missing Link in Ballard. Historic Seattle is the only citywide nonprofit dedicated to protecting Seattle's unique character through our efforts to *educate, advocate, and preserve*.

As an organization dedicated to advocacy, we're concerned about the project's potential impact as it relates to one of the proposed alternatives, the Ballard Avenue NW alignment, which extends through two historic districts (National Register-listed and City-designated [Ballard Avenue Landmark District](#)), and borders the north edge of another National Register district, [Hiram M Chittenden Locks District](#).

We're aware that the DEIS does not identify a preferred alternative among the four routes analyzed, which will be reanalyzed and selected in the Final EIS. Cultural resources are addressed in Chapter 10 of the DEIS (10-1 – 10-12), which mentions the three historic districts within the project area.

Two primary goals of the historic district is to protect the historic and architectural values and characteristics, and to maintain the "aesthetic and economic vitality." Aspects of this include its pedestrian oriented streetscape and self-contained, small town quality.

We contend that this alignment will have a negative impact on business and disrupt the symbiotic business-building-streetscape relationship. Healthy businesses yield sustainable and cared-for historic buildings.

The proposed alignment would adversely impact its streetscape features including the historic brick street pavers (covered by asphalt), remnants of streetcar lines, granite curbs, and hitching rings. The Ballard Avenue NW alignment would result in removal of these important character-defining elements.

Furthermore, it would significantly alter the district's vibrant pedestrian orientation, which promotes local businesses and its "Main Street" feel. It would also displace the Ballard Farmer's Market, which is an integral part of the district's character.

04 - 001 Thank you for your comments. The Ballard Avenue Alternative was not chosen as the Preferred Alternative; therefore, impacts to the historic districts are not anticipated.

04-002

The three main criteria for the BGT's "Missing Link" are that it's safe, simple, and connected. The proposed Ballard Avenue NW alignment is:

- *Not safe* – this route would intersect with numerous driveways and load zones that accommodate local businesses, and would cause conflicts between pedestrian and bicycle traffic.
- *Not simple* – this route turns north into Ballard's core and extends through the heart of the historic district, and requires more turns and jogs than the other three alternatives.
- *Not Connected* – this route is the longest (1.65 miles) and is geographically disconnected from the other segments of the trail that hug the existing or abandoned rail line right-of-way.

There are other more viable alternatives that meet these criteria. Thank you again for this opportunity to weigh in about historic places that matter.

Sincerely,



Kji Kelly
Executive Director

04 - 002 Your comment is noted. Please refer to the response to Comment 04-001.

Letter No. 5



nsia
North Seattle
Industrial Association

Eugene Wasserman, President
eugene@ecwassociates.com
(206) 440-2660
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Suzanne Burke, Secretary
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(206) 632-0124
3500 1st NW, Seattle, WA 98107

August 1, 2016

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

Dear Messrs. Kubly and Mazzola:

05-001

The North Seattle Industrial Association strongly recommends that the preferred alternative for the Missing Link of the Burke Gilman Trail should be the Market and Leary corridor. Market and Leary has the least impact on maritime/industrial businesses and is the safest corridor. While that general corridor should be Market and Leary, we recommend that the safest design would be the Ballard Cycle Track, <http://www.ballardcycletracks.com>.

05-002

In regard to the location of the Missing Link of the Burke-Gilman Trail, for Ballard maritime/industrial businesses, safety is our number one concern. Many of our businesses use heavy equipment on site and ship raw materials and finished goods from their Ballard sites on large trucks. These trucks are very large, and it is very hard for the drivers to see relatively small moving bicycles and pedestrians.

The concerns about safety are what drives our opposition to the current City of Seattle proposal for the Missing Link to be along 45th and the south side of Shilshole Ave along the waterfront south of market.

Large vehicles whether trucks or buses have been a major cause of deaths by bicyclists, particular in Seattle. Maritime/industrial businesses do not want their trucks and drivers involved in accidents that will cause deaths and injuries for bicyclists and pedestrians.

05 - 001 Thank you for your comments.

05 - 002 Safety is a primary consideration throughout the trail design process, including for the preliminary trail alignment layout, sight distance, turning radii, intersection design features, pavement treatments, and signage. Please refer to Section 1.7.1 of the Final EIS for a discussion of Roadway Design and Safety Considerations.

05-002 | When a bicyclist or a pedestrian hits a truck, it is they who suffer, not the truck.

05-003 | Unfortunately, safety has not driven the Seattle Department of Transportation (SDOT) in developing the four alternatives in the EIS study. The Seattle Department of Transportation has never undertaken a safety study to see what potential routes should be in the EIS. It has not used the over million dollars it spent on this EIS to do a safety study or use it in their analysis.

05-004 | SDOT's lack of safety analysis is especially troubling since the Mayor has made clear his commitment to traffic safety through his Vision Zero program

05-004 | The favorite route for SDOT has been exactly the route that the railroad has used since the rail line was first laid down in Ballard. The route was not chosen because it was safe, just because the railroad tracks were already there. This is how the rest of the Burke-Gilman trail was done.

05-004 | Much has changed since these initial plans were drawn. The role of bicycle commuting and the substantial increase of Seattle's population are just two. Yet SDOT has made no adjustments in their plans, particularly in regard to safety.

05-004 | The type of bicycle facility they picked for analysis for the EIS is the same on that they would use if they choose the railroad right of way for the path. This is an outdated, unsafe design, that SDOT does not normally use to develop any of their new bicycle facility in an urban area. Yet it continues to use this unsafe design where it brings children and families into the proximity of heavy trucks and equipment.

05-005 | The SDOT design mixes pedestrian and bicycles together in a 12-foot-wide path. Modern day design calls for 12-foot-wide cycle tracks for bicycles, and 10-12-foot-wide pedestrian walking path.

05-006 | The SDOT trail design is not mandated by law or City Council resolution, it was chosen by SDOT staff, which raises serious questions about their concern for and knowledge of bicycle safety.

05-007 | There are significant deficiencies in the economic analysis of the EIS. The consultants did not list the maritime businesses, nor did they do any analysis of the economic on the impact on the maritime

05 - 003 Please refer to the response to Comment 05-002.

05 - 004 The Preferred Alternative was chosen because it best meets the project's objectives to complete the Burke-Gilman Trail by creating a safe, direct, and defined multi-use trail for persons of all abilities, for a variety of transportation and recreational activities, and to maintain truck and freight facilities and access that support industrial and water-dependent uses in the area.

Safety and predictability are critical components of the project. SDOT is incorporating City standards and the American Association of State Highway and Transportation Officials (AASHTO) and National Association of City Transportation Officials (NACTO) guidelines for bicycle and trail facilities into the trail design. Roadway modifications, intersection treatments, driveway design, and parking lot changes that could be incorporated in the final design phase of the project to address safety, access, nonmotorized users, and vehicle types are described in Section 1.7.1, Roadway Design Considerations.

05 - 005 The Preferred Alternative's proposed 10- to 12-foot wide multi-use trail meets City standards and the current AASHTO and NACTO guidelines for the design of trail facilities. In several sections the multi-use trail will serve as the sidewalk for pedestrians as well as the path for other users. From NW 54th Street to the intersection of NW Market Street and 24th Ave NW, there would be a 6- to 10-foot sidewalk adjacent to the multi-use trail.

05 - 006 Please refer to the responses to comments 05-002 and 05-004 and to Section 1.4.2 of the FEIS for a discussion of the selection process for the Preferred Alternative.

05-007 | businesses of the four alternatives. For a million dollars spent we cannot find any business who they interview on the economic impact of the various alternatives

05-008 | The Market/Leary alternatives brings bicycles closer to the Ballard’s retail businesses and has the least loss of parking of the four alternatives.

05-009 | According to the EIS, all four alternatives deliver the same pedestrian and bicycle access. So the City should pick the safest one and one that impacts the Ballard maritime/businesses the least. The Market/Leary corridor.

05-010 | NSIA agrees with the letter from the Ballard Business Appellants on the legal issues in this situation and need for a supplemental EIS.

Yours sincerely,



Eugene Wasserman
President

Ensuring the economic vitality of North Seattle's maritime and industrial businesses and property owners.

05 - 007 There is no formal identification of "maritime businesses" as part of the administrative land use and employment datasets used in this analysis. However, most water-side and marine-oriented businesses likely fall within the "industrial and warehouse properties" identified in the land use analysis for which business impacts have been considered at a depth appropriate to inform decision makers on potential impacts on the diverse set of businesses in the study area. Information from interviews of businesses in the study area would likely produce additional context on business impacts but are not necessary for assessing the impact on businesses. The Economic Considerations Report (Technical Appendix E of the DEIS) identifies ways these industrial properties may be impacted by construction and operation of the BGT Missing Link, both positively and negatively. On the negative side, the report suggests that industrial users may be impeded due to congestion and interactions between pedestrian and bicycle use. Businesses’ ability to adapt will likely vary, and there are different competitive pressures in all industries. However, these costs in and of themselves are not expected to be severe enough to affect the viability of any business in the project area.

05 - 008 Your comment is noted.

05 - 009 While any of the build alternatives would provide a route for trail users through the Ballard Neighborhood, there are important distinctions between the alternatives in terms of directness of route, number of roadway and driveway intersections, and adjacent land uses. These elements not only factor into the usability of the trail, but also the perceived safety of the trail. SDOT determined that the Leary Alternative did not meet the project objectives as well as the Preferred Alternative. Refer to Section 1.4.2 of the FEIS for a discussion of the process to identify the Preferred Alternative.

05 - 010 Your comment is noted. Please refer to the response to Comment 09-013.

Letter No. 6

From: Board of Directors SFMA <board@sfmamarkets.com>
Sent: Friday, July 29, 2016 3:54 PM
To: BGT_MissingLink_Info
Cc: brian.sursatt@seattle.gov
Subject: Ballard Farmers Market Survival

July 29, 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:

06-001

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.

06-002

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.

06-003

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. Frankly, this downsizing or temporary closure would be the demise of the market and destabilize the rest of the markets operating in our association.

06 - 001 Thank you for your comments.

06 - 002 The Preferred Alternative for the trail would be located along NW Market St, Shilshole Ave NW, and NW 45th St and would not remove parking from Ballard Ave NW. While some parking will be eliminated along those streets, SDOT would seek to minimize parking loss and implement measures to reduce the impacts as described in Section 8.4.1 of the FEIS.

06 - 003 Your comment is noted. These considerations were taken into account as part of the alternative evaluation process.

06-003

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

06-004

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, including the Ballard Farmers Market.

Sincerely,

Jon Hegeman, Director
Ballard Farmers Market
Seattle Farmers Market Association

cc: Brian Surratt, Director, Office of Economic Development
Board of Directors
Seattle Farmers Market Association | SFMA | Est.1990
Board@SFMAmarkets.com | www.SFMAmarkets.com

Proudly Organizing 3 Farmers Markets in the Ballard, Madrona, & Wallingford Districts.

06 - 004 Your comment is noted.

Letter No. 7



314 First Avenue S
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feetfirst.org

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August 1, 2016

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

RE: Feet First's comments regarding the DEIS for the Burke-Gilman Trail Missing Link Project.

Dear Mr. Kubly:

Since 2001, Feet First has been advocating for transportation improvements that make traveling safer, accessible, and more inviting for people of all ages and abilities to go by foot throughout Washington. Feet First appreciates the opportunity to provide input on the "Missing Link", which would connect the Burke-Gilman Trail through Ballard, providing a single, continuous non-motorized path from the north end of Lake Washington all the way to Golden Gardens in the Ballard neighborhood of Seattle.

This path would provide numerous benefits, including access for people on foot to local businesses in Ballard. It would provide easier connections to and from Ballard and surrounding neighborhoods. A properly designed path would also reduce current conflict between people on foot and those on bicycles, who often ride on the sidewalk because of the current lack of a safe space for bikes in the roadway.

The Draft EIS indicates that all four of the build alternatives - Shilshole Avenue South, Shilshole Avenue North, Ballard Avenue., and Leary Avenue NW - consist of a shared use path 10-12 ft. wide. All alternatives other than the Shilshole Avenue South alternative also include separated sidewalks, most often adjacent to the shared use path for most of the length of the project. The widths range from 6-8 ft. wide to 10-12 feet wide, depending on the alternative, and specific segment (widths on Ballard Avenue and Leary Avenue NW vary).

Feet First believes that separated sidewalks provide a much safer environment for people of all ages and abilities to safely and easily walk and bike, particularly during the time of year when the weather is more inviting for active transportation, and on the weekends, which substantially increase the use of the trail. The Shilshole Avenue South alternative does not provide the option for separation of people walking from people biking; this is critical to safe and predictable use of limited space by the most vulnerable—a person walking.

07 - 001 Thank you for your comments. SDOT agrees that the Missing Link would provide numerous benefits. Please see Section 1.6.1 of the FEIS for information on the Preferred Alternative.

07 - 002 The Preferred Alternative's proposed 10- to 12-foot wide multi-use trail meets the current AASHTO and NACTO guidelines for the design of trail facilities. In several sections the multi-use trail will serve as the sidewalk for pedestrians as well as the path for other users. From NW 54th Street to the intersection of NW Market Street and 24th Ave NW, there would be a 6- to 10-foot sidewalk adjacent to the multi-use trail. Please also refer to comment response 09-012.

07-001

07-002

07-003

Feet First also prioritizes access to local businesses for people on foot. While recognizing that routes closer to the heart of the business community in Ballard require more street crossings, potentially contributing to delays for pedestrians and cyclists, the land use patterns in Ballard suggest great opportunities for access for people of all ages and abilities with a route closer to the business community. Regardless of which alternative is chosen, this access should be prioritized, even if doing so means additional costs for improving sidewalks on streets connecting the Missing Link to the business community.

07-004

Feet First is committed to creating safe, accessible, and inviting places for people to walk. To that end, the alternative selected from the Draft Environmental Impact Statement (DEIS) should reflect the latest understanding in designing spaces for people of all ages and abilities. Universal Design (Feet First's policy paper on this topic: <http://www.feetfirst.org/wp-content/uploads/2013/02/Universal-Design1.pdf>) represents current best practice, and fits well with the City of Seattle's Vision Zero commitment to pedestrian safety.

Thank you again for your time to comment on the DEIS. Should you have any questions, feel free to contact me directly by calling 206-652-2310 ext. 6 or by email lisa@feetfirst.org

Sincerely yours,



Lisa Quinn
Executive Director

- 07 - 003 SDOT recognizes the importance of the Missing Link as a transportation facility that supports local businesses in the Ballard area, including access for pedestrians. The Preferred Alternative will increase pedestrian access to businesses by adding intersection improvements along Shilshole Ave NW such as new crosswalks, curb bulbs, and intersection controls. Please refer to Section 1.4.2 of the Final EIS for additional information on how the Preferred Alternative was selected, including integration with existing and planned pedestrian and bicycle facilities in the area.
- 07 - 004 As noted in Section 1.2, the project is intended to create a safe, direct, and defined multi-use trail for persons of all ages and abilities, for a variety of transportation and recreational activities, and to improve predictability for motorized and nonmotorized users along the alignment. Trail designers will take into account Universal Design principles, among other applicable design guidelines and City standards.

Letter No. 8



Improving Lives Through Bicycling
 1817 67th Avenue NE Seattle, WA 98115-6155
 P (206) 724-9252 • www.cascade.org • info@cascade.org
 /CascadeBicycleClub @CascadeBicycle @improvebicycling

July 28, 2016

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

RE: Cascade Bicycle Club's comments regarding the DEIS for the Burke-Gilman Trail Missing Link Project.

Dear Scott,

On behalf of Cascade Bicycle Club (Cascade) and our more than 17,000 members, we appreciate the opportunity to comment on Seattle Department of Transportation (SDOT) Draft Environmental Impact Statement (DEIS) for the Burke-Gilman Trail Missing Link Project.

The Vision of the Burke-Gilman Trail

The vision of the Burke-Gilman Trail has been a single, seamless multi-use trail from Bothell to Golden Gardens Park along the historic rail line of Judge Thomas Burke and Daniel Gilman. For more than 40 years, Seattleites and the Seattle City Council have embraced this plan, and it is time to complete the Missing Link of the Burke-Gilman Trail.

The Burke-Gilman Trail has never been just a bicycle route, although it is one of the most important bicycle connectors in the city. It is a place for people to walk their dog, skateboard, rollerblade, push a stroller and so many more ways of getting around. As such, the Missing Link needs to function as a direct, safe and simple route that connects the trail for all who want to use it.

The final EIS must address the vision to create a dedicated route that serves all the users of the multi-use trail. Long detours out of direction of travel or multiple delays for intersection crossings aren't realistic for those walking, jogging or using the trail by other means and do not accomplish the goal of completing the Missing Link.

Cascade wants the preferred alternative of the Missing Link of the Burke-Gilman Trail to be safe, simple and connected. The four alternatives presented in the DEIS were reviewed using these criteria to ensure the chosen alternative worked for all users regardless of whether people were walking or rolling down the trail.

08 - 001 Thank you for your comments. As noted in Section 1.2, the project objectives are 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 that support industrial and water-dependent uses in the area. SDOT decided upon the Preferred Alternative because it best met the project objectives out of the alternatives evaluated in the Draft EIS.

08 - 002 As reflected in the project objectives, safety and predictability are critical components of the project. Please refer to Section 1.7.1 for a discussion of roadway design and safety considerations.

08-001

08-002

08-002

Safe

The proposed alternative must be safe for people of all ages and abilities who walk, pedal or roll on the trail. In the EIS Scoping process, safety was the overwhelming concern of the vast majority of respondents, and creating a safe multi-use trail is one of the project's main objectives. Current conditions do not create predictability for drivers and trail users and do not provide separation and delineation of the corridor.

08 - 003 The intent of the No Build Alternative is to establish the baseline against which the anticipated impacts of the build alternatives are measured. However, SDOT agrees that the No Build Alternative does not meet the stated objectives for the project (Section 1.2).

08 - 004 Your comment is noted.

08 - 005 Your comment is noted.

08-003

No Build Alternative

This alternative is not currently safe, with on average more than one person per month being hospitalized due to injuries incurred along the Missing Link. The rate of injuries will rise with the expected increase in population and employment in the study area. Additionally, a no-build alternative does not continue the Burke-Gilman Trail experience for those who are walking or using other non-motorized transportation. It fails to accommodate users of all ages and abilities given the road conditions, lack of separation from vehicles and lack of intersection improvements. The DEIS safety data highlights the high incidence of non-motorized incidents along Shilshole that would not be addressed if any of the non-Shilshole alternatives are chosen. The DEIS also states that bicycle volumes are expected to increase at a higher rate than motor vehicles, and therefore there is a real threat that motor vehicle-bicycle collisions could occur at a higher rate in the no-build alternative. Page 5-7 of the Transportation Discipline Report states, "If dedicated bicycle facilities are not provided to allow cyclists 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."

08-004

Shilshole South

The Shilshole South alternative will improve safety for all users, including drivers of trucks, and it provides a separated place for trail users so they do not have to use the general purpose lanes on Shilshole Ave. Additionally it will improve driveway crossing to maximize sightlines and will greatly reduce the number of people riding or walking in/near the street to connect the two existing sections of the Burke-Gilman Trail. The Shilshole South alternative will likely generate the most use, as it is the shortest and most direct of the proposed alternatives. In addition, it is the desired line of many trail users since it follows the historic rail line. Shilshole South also has the fewest intersections, which are often a conflict zone in terms of nonmotorized and motorized uses. Fewer intersections result in a safer trail experience. Although it has 41 driveway crossings, the DEIS also noted that this option has the fewest driveways with sight distance concerns, which should improve safety for freight and trail users. This will increase safety of both motorists and trail users with improved sightlines, making it much easier and safer for trucks and other users to cross the trail.

08-005

Shilshole North

The Shilshole North alternative will also improve safety for all users, but crosses many more roadways (14) than the Shilshole South option. The DEIS has also determined that Shilshole North has the most driveways with sight distance concerns. Additionally, many users may have safety concerns about riding on the trail on NW Market, depending on ultimate design that is used. NW 46th St and 14th Ave NW was identified in the DEIS as an intersection with five or

08-005 | more collisions in the three-year period, which would need to be addressed in the design of the Missing Link if that route is chosen.

08-006 | **Both Shilshole Alternatives**
If a non-Shilshole alternative is chosen, Seattle Department of Transportation (SDOT) will still need to make much needed safety improvements to Shilshole. As stated earlier, without improvements, the DEIS expects bicycle crashes to continue to rise due to increased traffic and more people choosing to bicycle.

08-007 | **Ballard Avenue**
While the Ballard Avenue alternative would improve safety over current conditions, it would likely be less safe than the Shilshole South or North alternatives. It crosses 16 roadway intersections (four times as many as Shilshole South) and has a similar number of driveway/load zone crossings as Shilshole South (42). These intersection crossings all impact safety, comfort and convenience of the trail. An additional safety concern on the Ballard Avenue alternative is conflict between pedestrians and bicyclists or other wheeled users along the Ballard Avenue stretch, especially when the Farmer's Market is operating on Sundays. As presented, the potential delay of crossing NW Market twice in short succession (three blocks) would most likely result in many users not crossing and using either the sidewalk or roadway along NW Market to rejoin this alternative at 28th Ave NW if heading west, creating worse conditions for people walking on the sidewalk along Market. Both NW Market St and Leary Ave NW were identified in the DEIS as an intersection with five or more collisions in the three-year period, which would need to be carefully addressed in the design of the Missing Link if that route is chosen.

08-008 | **Leary**
Leary crosses the fewest driveways (33) of the four alternatives, but crosses 13 roadway intersections that have the potential to decrease safety and comfort. Leary impacts pedestrians with sidewalk reductions planned for NW Market Street that could lead to potential conflicts and a less safe experience on this portion of the route. **Four of the five intersections with the highest concentrations of collisions in a three-year period involved Leary.** They are 15th Ave NW northbound and NW Leary Way; NW Market St and Leary Ave NW; NW Leary Way and 14th Ave NW; and NW Leary Way and 11th Ave NW. These facts from the DEIS suggest that a Leary alternative would need to carefully address safety concerns for all users in order to make it a comfortable experience. The Transportation Discipline Report also shows Leary as having the highest traffic volumes and the highest daily truck volumes of any of the streets on the four alternatives studied.

08-009 | **Simple**
The route of the Burke-Gilman Trail from the the Sammamish River Trail in Bothell to Ballard is simple and intuitive to navigate. One needs limited wayfinding unless they are leaving the trail for adjacent destinations and it follows an extremely obvious route. A map is not necessary, and the feel of the trail is mostly consistent. The word "direct" is used in the project objectives, and Cascade wants to see a route that is both direct and convenient for trail users. The final preferred alternative for the Missing Link also needs to be extremely simple and straightforward with limited out-of-direction travel, which is especially a concern for those not traveling by bicycle.

08 - 006 Your comment noted. The Preferred Alternative includes the trail and improvements along Shilshole Ave NW.

08 - 007 Your comment is noted.

08 - 008 Your comment is noted.

08 - 009 Your comment is noted. SDOT proposes to keep the same look and feel of the Burke-Gilman Trail throughout the Missing Link segment.

08-010 **Shilshole South**
 Shilshole South is the most direct route and is the historic railbed route with the least roadway intersections. These characteristics make it the most simple of the four alternatives studied in the DEIS to navigate. The directness of the route is important for those who bicycle, but even more important for people walking or running. Shilshole South is also simplest in terms of utility relocation according to the DEIS, with the other alternatives needing more extensive utility work. In addition, it requires no removal of loading zones and has the fewest driveways with sight concerns. The DEIS also states this route is likely to be the preferred route for commuters since there are no signalized intersections.

08-011 **Shilshole North**
 Shilshole North is relatively simple but includes more turns to connect the two existing sections of the Burke-Gilman Trail. It also has many more roadway intersections to navigate, which make it less intuitive and increase delay for those using the trail, and driveways with sight concerns also make this a more complicated option relative to Shilshole South. Shilshole North also includes potential impacts to transit that Shilshole South does not.

08-012 **Ballard Avenue**
 As presented in the DEIS, the Ballard Avenue alternative is the least intuitive of all the routes. It crosses NW Market twice, which is a street with over 24,000 trips a day on it. Crossing a busy roadway like this will result in delay and attract minimal use from either commuters or people just using the trail for recreation. As presented, this is the least intuitive and simple of the routes for creating an all ages multi-use trail experience. This alternative also includes five signalized intersections that would further hinder the function of this alternative and introduce longer travel times for trail users.

08-013 **Leary**
 Leary Avenue NW also lacks simplicity. It would require a trail user to navigate 13 intersections including multiple turns, and it introduces potential for conflict along NW Market with other street users. This route also increases transit delay along the route. Overall, the route has the potential to delay transit and motor vehicle traffic, and it lacks benefits for trail users looking to maintain the Burke-Gilman Trail experience. It includes eight signalized intersections, which is the most of any of the alternatives. This would most likely make it much less used than other choices and not be a suitable substitute for the Missing Link.

Connected
 The Missing Link of the Burke-Gilman Trail needs to not only make connections through the Ballard neighborhood, but it needs to function as part of the larger region. It completes the connection from the Sammamish River Trail in Bothell to Seattle's Golden Gardens park. In addition, this area provides important regional connections for freight and transit including those dependent on water access.

08-014 **Shilshole South**
 Shilshole South follows the historic route of the railroad and maintains the most consistent trail experience of the four options. It is also the shortest connection between the two existing

08 - 010 Your comment is noted.

08 - 011 Your comment is noted.

08 - 012 Your comment is noted.

08 - 013 Your comment is noted.

08 - 014 Your comment is noted. As stated previously the project's objectives are to complete the Burke-Gilman Trail and maintain truck and freight facilities and access that support industrial and water-dependent uses in the area. While the Shilshole South Alternative wouldn't displace official on-street loading zones, it would displace unorganized (informal) parking and a loading dock along NW 45th St that currently occurs within the public right-of-way. The Preferred Alternative, however, allows the loading dock to remain.

08-014 sections of trail. It also results in zero loss of designated loading zones that could impact freight negatively. The DEIS states that the Shilshole South alternative would maintain or improve traffic flow along this trail segment, which contributes to connectivity. This alternative also addresses the needs of current users who will continue to follow the historic route through Ballard along Shilshole. This alignment also maintains connections; the trail would not prohibit access to any properties. While Shilshole South does not connect directly to the local business district, it is an easy connection from this route. Additionally, Shilshole South has no impacts to transit connections.

08-015 **Shilshole North**
While Shilshole North shares the same general corridor as the south option, it is not as connected from a variety of perspectives. Shilshole North has the highest number of uses that are dependent on loading zones and would remove the most loading zone access points (24) of any of the options. The alternative would impact up to six access points to accommodate the trail in the City's right of way, which would have the potential to affect how businesses operate along this alignment. It is the second shortest connection of any of the routes. Shilshole North has the potential to delay transit, which does not help with neighborhood and regional transit connections.

08-016 **Ballard Avenue**
The Ballard Avenue route connects the two existing ends of the Burke-Gilman Trail, but does little to advance connectivity in the neighborhood. As mentioned above, this route as presented in the DEIS lacks any intuitive connectivity. It is also the longest route at 1.65 miles of any of the studied alternatives. As presented, it will be hard to replicate the trail experience with two crossings of NW Market and much out of direction travel. This route also will conflict with the longstanding Ballard Farmer's Market, which would result in either a disconnect of the trail or closing the trail for the market every Sunday, neither of which are acceptable options for the completion of the Missing Link.

08-017 **Leary**
Leary Avenue is the second longest (1.54 miles) of the alternatives presented. It lacks connectivity due to out-of-direction travel on the east end. It would also have a different feeling than the majority of the trail due to higher traffic volumes on Leary and NW Market. It also does not improve transit reliability, with the potential delays on both NW Market St and Leary Ave NW. Leary includes impacts to freight operations as well, with increased delays at four intersections including the 15th Ave NW/NW Leary northbound and southbound off-ramps, which is an issue since it carries the most freight traffic.

08-018 **Other Alternatives**
Cascade appreciates other stakeholder alternatives that include protected bike lanes and other accommodations for trail users through the study area. While a protected bike lane alternative on Leary would be an improvement for street safety including people riding bikes, it is not the Burke-Gilman Trail, nor is it a route that would work for those walking, skateboarding or scootering. It doesn't allow families to roll walk, bike and scooter together. It does not meet the needs of current and future Burke-Gilman Trail users who use the Burke-Gilman Trail for transportation, recreation and linear open space.

08 - 015 Your comment is noted. Chapter 7 describes the potential impacts associated with loading zones and potential transit delay associated with the Shilshole North Alternative.

08 - 016 Your comment is noted. Impacts associated with the Farmer's Market are further described in Section 5.3.6 of the FEIS.

08 - 017 Your comment is noted.

08 - 018 SDOT agrees that facilities such as protected bike lanes would not meet the project's objective of completing the Burke-Gilman Trail by creating a safe, direct, and defined multi-use trail for persons of all abilities, for a variety of transportation and recreational activities. Section 1.9 of the FEIS describes in greater detail the project alternatives that were not included because they did not meet the project objectives.

08-019

Additions

The DEIS does not detail what proposed fixes to Shilshole Ave would need to occur if another alternative is chosen. A no-build option is in direct conflict with Seattle's goals to achieve Vision Zero and in conflict with SDOT's core value of safety. While the analysis states the assumption that "bicycle users would shift to the trail corridor proposed under each Build Alternative," for the non-Shilshole alternatives the majority may shift, but many would continue to ride Shilshole, given that is the historic route of the Burke-Gilman Trail, and the most direct route. It will be imperative that the safety conditions be addressed on Shilshole if Ballard Avenue or Leary is chosen as the preferred alternative.

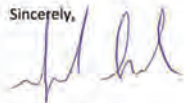
08-020

The DEIS also does not look at the impact on travel time for non-motorized users. Many of the alternatives result in a much greater travel distances for trail users and increase delay with multiple intersection crossings and traffic signals. Delay is discussed in regards to other motorized users, but the alternatives put forward have the potential to substantially increase delay over the historic route, which is the desire line for many trail users.

08-021

While all four alternatives offer safety and connectivity improvements over the no-build option, **Cascade believes that Shilshole South is the alternative that best meets the criteria of safe, simple and connected.** It is the shortest distance, it follows the historic path of the trail, and it has the fewest intersection crossings and the best sightlines. The DEIS shows that it will improve safety, predictability and comfort for trail users and freight. Please do not hesitate to contact me with any questions or concerns.

Sincerely,



Elizabeth Kiker
Executive Director, Cascade Bicycle Club

CC:

Mayor Ed Murray
Scott Kubly, SDOT Director
Members of Seattle City Council

08 - 019 The intent of the No Build Alternative is to establish the baseline against which the anticipated impacts of the build alternatives are measured. However, SDOT agrees that not completing the Missing Link conflicts with several of the City's transportation goals.

For the purposes of the EIS, SDOT presumed that all potential trail users would shift to the trail corridor proposed under each Build Alternative to have a comparable analysis between alternatives. While a route along Shilshole Ave NW has been selected as the Preferred Alternative, SDOT acknowledges that, if the Ballard or Leary Alternatives would have been chosen, people biking would likely continue to use Shilshole Ave NW. Any subsequent improvement along Shilshole Ave NW would have had to be considered and evaluated as a separate project.

08 - 020 Delays for non-motorized users were not specifically calculated as pedestrians and bicyclists travel at a wide range of speeds. The Preferred Alternative balances the directness of the route with safety and access concerns.

08 - 021 Your comment is noted.

Letter No. 9



JOSHUA C. BROWER
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August 1, 2016

Via Email (mark.mazzola@seattle.gov, scott.kubly@seattle.gov, BGT_MissingLink_Info@seattle.gov) *and Hand Delivery*

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

Re: *Draft Environmental Impact Statement, Burke-Gilman Trail Missing Link Project BBA Comment Letter*

Dear Messrs. Kubly and Mazzola:

We represent the Ballard Business Appellants (the “BBA”)¹ regarding the above-referenced matter. Please accept these comments regarding the Draft Environmental Impact Statement (“DEIS”) for the Burke-Gilman Missing Link Project. To aid SDOT in responding to the BBA’s comments, we separate this letter into a number of sections including an Executive Summary, Topical Comments and a detailed Comment Matrix, each of which contains specific comments that must be answered pursuant to WAC 197-11-560 and SMC 25.06.560.

Executive Summary

A. The DEIS Fails To Discuss the City’s Race and Social Justice Initiative or Apply the Racial Equality Toolkit.

The City of Seattle’s Race and Social Justice Initiative (RSJI) requires City departments, including SDOT, to apply a racial equity lens to all of its work, programs and projects. This includes ensuring equitable use of project funds to create and develop equitable infrastructure throughout Seattle. To do so, SDOT is supposed to use and apply the City’s Racial Equality Toolkit “early” to ensure its projects, including the Missing Link, are aligned with “departmental racial equality goals and desired outcomes.” Despite these requirements, the DEIS lacks any discussion or apparent application of RSJI or the Racial Equality Toolkit.

¹ The BBA includes Salmon Bay Sand & Gravel, Inc., Seattle Marine Business Coalition, Ballard Oil Company, North Seattle Industrial Association, and the Ballard Interbay Northend Manufacturing & Industrial Center. We are not submitting comments on behalf of the Ballard Chamber of Commerce, which is submitting comments under separate cover.

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09 - 001 The Draft EIS does not discuss the City’s Race and Social Justice Initiative (RSJI) because it is not within the scope of the State Environmental Policy Act. SDOT applies RSJI to its bicycle planning efforts outside the context of SEPA and has applied, and will continue to apply, the RSJI toolkit to the implementation of the specific Missing Link Project. The “early” application of the RSJI toolkit occurred with the equity analysis included in the Bike Master Plan (BMP) (see the response to comment 18-001). Specific to the Missing Link, the outreach team will develop an Inclusive Outreach and Public Engagement plan for this phase of the project. The plan will include a demographic analysis of the project area as well as an analysis of how racial and economic equity can be improved with the Missing Link Project.

SDOT disagrees with the assertion that the Seattle Bike Master Plan 2016-2020 Implementation Plan (March, 2016) includes only one project in communities of color (for information on how the Seattle Bike Master Plan identifies communities of color, and projects planned for those areas, please see the response to comment 18-001). While the Missing Link project itself is not located in one of the seven census tracts identified, it is one of many projects put forth in the 2016-2020 Implementation Plan.

Further, the project would serve not only the residents of the project study area since the objective of the Missing Link project is to complete the last leg of the Burke-Gilman Trail, a regional trail facility that otherwise runs continuously between Golden Gardens Park and the City of Bothell where it connects with the Sammamish River Trail. The Burke-Gilman Trail currently serves a large portion of Seattle and the region as a highly used nonmotorized transportation and recreational facility.

09-001

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09-001

SDOT's apparent failure to apply the RSJI is continuing its pattern of inequitable infrastructure development throughout Seattle. SDOT has historically focused its attention and funding on projects that serve largely white communities while ignoring communities of color. This disparate focus and funding is borne out by SDOT's Seattle Bicycle Master Plan 2016-2020, which includes five (5) major projects, all but one of which are located outside of communities of color. For the Missing Link, SDOT plans to spend tens of millions of dollars to complete yet another project north of the Ship Canal in an already well-served community. SDOT needs to explain its failure to apply and comply with the RSJI.

09-002

SDOT's failure to apply the RSJI to the Missing Link also runs contrary to national equitable bicycle policy propagated by the National Association of City Transportation Officials (NACTO). In July 2016, NATCO published a report titled "NATCO Bike Share Equity Practitioners' Paper #3" wherein it stated:

[S]afety gains are particularly important for low-income people and people of color. These groups make up an increasingly large part of the cycling population but often lack protected bike lanes in their neighborhoods. They disproportionately bear the burden of fatalities and injuries from dangerous drivers and poorly designed streets. An analysis from the League of American Bicyclists found that Black and Hispanic cyclists had a fatality rate 30% and 23% higher than white cyclists.....Ensuring that people have transportation options that are efficient, convenient, and safe is fundamental to efforts to reduce income inequality in the United States today.

NATCO Bike Share Equity Practitioners' Paper #3, page 2. SDOT's continued preoccupation with completing the Missing Link at the expense of providing equitable bicycle facilities throughout the City--and especially in communities of color--runs contrary to NACTO policy and the City's RSJI. Also, SDOT's myopic focus undermines the City's efforts to address housing affordability in Seattle.

Comments:

09-003

1. Please explain how and when SDOT applied the RSJI to the Missing Link Project?
2. If SDOT did not, or has not, please explain why it has not and when SDOT plans to apply the RSJI and Toolkit to the Missing Link?
3. If SDOT plans to do so at a latter date, please explain how the delayed application of RSJI complies with the Racial Equity Toolkit's requirement it be applied "early" and how it will be reflected in the Final EIS?
4. If SDOT does not plan to apply the RSJI or the Toolkit, please explain in the Final EIS why SDOT is not doing so and how this project is exempt from the RSJI?

09-004

5. Please explain how completing the Missing Link will serve communities of color and other traditionally underserved communities in Seattle?
6. Please explain how completing the Missing Link complies with NACTO's equity policies stated above?
7. Please explain how completing the Missing Link will address bicycle safety in Seattle's communities of color and other traditionally underserved communities in Seattle?

09 - 002 Please refer to the responses to comment 09-001 and 18-001.

SDOT agrees with NACTO's assertion that safety gains are important for low-income people and people of color. The Burke-Gilman Trail Missing Link project would improve safety for all users traveling through the study area, compared to the existing condition. The project would not serve only the residents of the project study area since the purpose of the Missing Link project is to complete the last leg of the Burke-Gilman Trail, a regional trail facility that otherwise runs continuously between Golden Gardens Park and the City of Bothell where it connects with the Sammamish River Trail. The Burke-Gilman Trail currently serves a large portion of Seattle and the region as a highly used nonmotorized transportation and recreational facility.

Please also refer to the response to Comment 09-005 regarding the project and housing affordability.

09 - 003 Please see the response to your comment 09-001.

09 - 004 Please refer to response to Comment 09-002 for information on how the Missing Link will serve communities of color and other traditionally underserved communities in Seattle, and for information on how the Missing Link complies with NACTO's equity policies.

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09-005 | 8. *Please explain how completing the Missing Link addresses housing affordability in Seattle's communities of color and other traditionally underserved communities in Seattle?*

B. The City Could Build 13-16 Miles of Protected Bicycle Facilities Throughout Seattle for the Same Cost as Building 1.5 miles of Recreational Trail in Already-well Served Ballard.

The Missing Link is a ridiculously expensive project and the City could build between 13-16 miles of protected bicycle facilities for the same amount of money. SDOT's original budget to complete the Missing Link estimated it would cost approximately \$14 million to \$17 Million in 2008-2012 dollars. Construction costs in today's dollars will be closer to \$18 million to \$22 million or more.

That cost does not even include the money SDOT is spending preparing the DEIS and Final EIS. In 2013, Mayor McGinn estimated it would cost approximately \$300,000 to complete the EIS. SDOT has already spent well over \$1 million on the Draft EIS. Completing the Final EIS could add another \$1 million to this cost.

Together, the construction and SEPA costs will run between \$20 million to \$25 million to complete 1.5 miles of recreational trail. SDOT has already earmarked approximately \$9 million of the Move Seattle Levy for this project—that amount is nearly 10% of the *entire* bicycle infrastructure budget in Move Seattle. The City could better use these funds to construct miles and miles of protected bicycle facilities as it is doing everywhere else in Seattle.

SDOT builds protected bicycle facilities throughout Seattle for approximately \$1.3 million to \$1.6 million per mile. SDOT completed the protected bicycle facility on 2nd Avenue for approximately \$1.3 million and the Westlake Cycle Track, which is a far more complicated project, for \$1.6 million. At these rates, instead of spending \$20 million to \$25 million dollars to build 1.5 miles of recreational trail in already well-served area, SDOT could build 13-16 miles of protected bicycle facilities throughout Seattle, especially in traditionally underserved communities and communities of color.

Comment:

- 09-007 | 9. *How much is the budget for the EIS?*
- 09-008 | 10. *How much will it cost to complete the Final EIS?*
- 09-009 | 11. *Why is SDOT spending so much money to construct a recreational trail when it could build miles and miles of bicycle infrastructure with this money?*
- 09-010 | 12. *Has SDOT prepared a cost-benefit analysis for the Missing Link pursuant to SMC 25.05.450?*
- 13. *If not, why not?*
- 14. *What is SDOT's current cost estimate for the Shilshole South Alternative?*
- 15. *What is the basis for that estimate?*
- 16. *What is SDOT's cost estimate to construct the Shilshole North alternative?*
- 17. *What is the basis for that estimate?*
- 18. *What is SDOT's cost estimate to construct the Ballard Avenue alternative?*

09 - 005 The issue of housing affordability in Seattle's communities of color and other traditionally underserved communities in Seattle is beyond the scope of this project, the objective of which is to complete the Burke-Gilman Trail by creating a safe, direct, and defined multi-use trail for persons of all abilities, for a variety of transportation and recreational activities, and to maintain truck and freight facilities and access that support industrial and water-dependent land uses within the shoreline district and BINMIC. However, the Economic Considerations Report does include an analysis of the project's potential impacts to property values in the study area (Section 4.2.2).

For information on how the City of Seattle is working to address issues of housing affordability, please refer to the Housing Affordability and Livability Agenda (HALA) website at <http://www.seattle.gov/hala>.

09 - 006 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.

The completion of the Burke-Gilman Trail through Ballard has been a priority for the City since the 1990s. As described in Section 1.2, there are currently a number of barriers for people walking, biking, or rolling between the existing trail ends. The objective of the project is to create a safe, direct, and defined multi-use path for people of all abilities for a variety of transportation and recreational activities, and to maintain truck and freight facilities and access that support industrial and water-dependent land uses within the shoreline district and BINMIC.

09 - 007 The budget for the EIS and the cost to complete the Final EIS are outside the scope of and not pertinent to the environmental review for completing the Burke-Gilman Trail Missing Link. EIS costs have been affected by the requests for additional, detailed information, by the development and evaluation of four alternatives, and by SDOT's commitment to provide thorough objective responses to comments throughout the process.

09 - 008 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.

09 - 009 As provided by SMC 25.05.450, a cost-benefit study is not required by SEPA. SDOT has not prepared a cost-benefit analysis for the BGT Missing Link. For purposes of complying with SEPA, the weighing of the merits and drawbacks of the various alternatives need not be displayed in a monetary cost-benefit analysis and should not be when there are important environmental and community considerations.

09 - 010 SDOT did not develop cost estimates for the build alternatives, which, as previously stated, are outside of the scope of SEPA and not relevant to the evaluation of environmental and community impacts considered in the EIS. Overall project cost will be considered by the City as part of its decision-making process. A baseline cost estimate will be developed for the Preferred Alternative once the project's design phase is underway.

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- 09-010 | 19. *What is the basis for that estimate?*
20. *What is SDOT's cost estimate to construct the Leary alternative?*
21. *What is the basis for that estimate?*

C. SDOT Broke Its Promise to Study Both Design and Locational Alternatives in the EIS.

In 2013, Mayor McGinn and SDOT promised the Ballard community that the EIS would include both *design* and *locational* alternatives, including the Ballard Cycle Track Proposal.² The Ballard community demanded this promise because protected bicycle facilities—what SDOT is building throughout Seattle—are far safer compared to SDOT's current sidepath design to complete the Missing Link. SDOT broke its promise by failing to include any *design* alternatives in the DEIS and spent just *two* sentences in the DEIS explaining why it did not include protected bicycle facilities—see Page 1-28 of the DEIS.

Comments:

22. *What is the basis for SDOT's policy decision to break its promise to the Ballard community and not include design alternative in the DEIS?*
23. *Since all of SDOT's Alternatives include a sidewalk next to the recreational trail, how come SDOT would not consider protected bicycle facilities with a similar adjacent sidewalk?*
24. *Explain how a sidewalk next to a protected bicycle facility would not provide "safe accommodations for pedestrians and other nonmotorized users?"*
25. *How would using a combination of protected bicycle facilities and adjacent sidewalks to complete the Missing Link be any different—better, worse, more safe, less safe—than the Westlake Cycle Track project?*
26. *Please explain why SDOT used a combination of a protected bicycle facility next to a sidewalk for other non-motorized users in Westlake but refuses to consider such a combination for the Missing Link?*

D. The Draft EIS Does Not Comply With the Hearing Examiner's 2012 Order and Judge Rogers Order.

The Draft EIS is materially insufficient and fatally flawed because SDOT failed to sufficiently design each alternative route so it could properly assess potential significant adverse environmental impacts as Ordered by the Hearing Examiner in 2012 and Judge Rogers in 2011. In Washington, the adequacy of an EIS is determined under the "rule of reason." See *Weyerhaeuser*, 124 Wn.2d 26, 41 (1994), citing *Barrie v. Kitsap Cy.*, 93 Wn.2d 843, 854 (1980). "To be adequate, an EIS must present decisionmakers with a 'reasonably thorough discussion of the significant aspects of the probable environmental consequences' of the agency's decision." See *Kiewit Const. Grp. Inc. v. Clark Cy.*, 83 Wn.App. 133, 140 (1996), citing *Klickitat Cty. Citizens Against Imported Waste v. Klickitat Cty.*, 122 Wn.2d 619, 633 (1993); see also *Weyerhaeuser*, 124 Wn.2d at 38. Further, an EIS "must provide sufficient information to allow officials to make a reasoned choice among alternatives." See *Kiewit Const.* 83 Wn. App. at 140.

² <http://www.ballardcycletacks.com/PDF/CycleTracksPresentation.pdf>

09 - 011 When developing an environmental impact statement, SEPA requires that project proponents evaluate alternatives that accomplish the project objectives. The project objective has always been and remains completion of the Burke-Gilman Trail, which is a multi-use trail that accommodates pedestrians, bicycles, skaters, and other non-motorized forms of travel on a single trail.

When deciding upon alternatives to fully evaluate in the Draft EIS, SDOT determined that a cycle track or protected bike lane would not meet the project objectives, as these types of facilities are only meant for bicycles. Although some portions of each alternative may retain a sidewalk parallel to the trail, in order to maintain consistency with other existing portions of the Burke-Gilman Trail, the trail is multi-use throughout in all alternatives considered. Please see Section 1.9 of the FEIS for further discussion about the alternatives that were not carried forward.

09 - 012 As noted in Section 1.2 of the FEIS, the purpose of the project is to complete a multi-use trail. While protected bicycle lanes may fulfill the transportation needs through the area for cyclists, sidewalks do not fulfill the same purpose for pedestrians and other nonmotorized users. Sidewalks do not fulfill the same purpose as a multi-use trail for pedestrians and other nonmotorized users. Sidewalks are intended for entering and exiting businesses, tend to be more of a location for people gathering and mingling, may contain sidewalk seating, signage, and landscaping.

The Missing Link has existing established multi-use trail segments on either end, whereas the Westlake Cycle Track was intended only as a cycle track to facilitate bicycle ingress and egress to and through the Westlake area.

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The Draft EIS woefully fails to provide sufficient information regarding each Alternative route to allow decisionmakers to make a reasoned selection between the Alternatives described therein because:

- SDOT failed to *actually design* the Alternatives so it has no accurate or sufficient data to determine whether the trail will “operate safely” as it claims;
- SDOT failed to interview any businesses owners adjacent to the trail to determine their operation needs and to determine which vehicles actually enter/exit these properties and thus SDOT cannot opine the trail will “operate safely;”
- SDOT failed to conduct an Auto-turn analysis based on information regarding business and vehicle operations and thus, again SDOT cannot opine the trail will “operate safely.”

All of these issues are discussed in greater detail in the Comment Matrix, which is attached as Attachment 1. Copies of the Hearing Examiner’s Order and Judge Roger’s Order are attached hereto as Exhibits A and B, respectfully.

In her Order, the City’s Hearing Examiner required SDOT prepare an EIS in order to more fully design[] the [Missing Link] so that the impacts of the proposal on adjoining land uses, and any proposed mitigation of those impacts, may be identified.” Quoting from Judge Roger’s Order, the Examiner said:

“It is simply not fair to defer decisions and to trust the party making the decisions to reach the right outcome, because this defeats the entire policy of [SEPA] review.”

Exhibit A, Page 2, Item 5. But that is exactly what SDOT is doing in the EIS.

SDOT has not designed any of the Alternatives sufficiently for it to properly evaluate potential significant adverse impacts, including, without limit, significant adverse traffic hazards and land use impacts. Instead, SDOT repeatedly states that it can make the Missing Link “safe” because trail users and roadway users will follow the “Rules of the Road.” Essentially, SDOT is asking the City’s decisionmakers and public to trust SDOT’s internal decision-making in selecting and designing the preferred Alternative, which, according to Judge Rogers and the Hearing Examiner, defeats the entire policy of SEPA review. SDOT needs to withdraw the Draft EIS and issue a Supplemental Draft EIS with this information and a preferred Alternative to the decisionmakers and public can make a properly informed choice.

Comments:

27. How does SDOT’s level of trail and alternative design comply with the Hearing Examiner’s Order?
28. How does SDOT’s level of trail and alternative design comply with Judge Roger’s Order?
29. What is the level (percentage) of design for the Shilshole South Alternative?
30. What is the basis for that estimate?
31. What is the level (percentage) of design for the Shilshole North alternative?

09 - 013 SDOT disagrees with the commenter’s characterization of the prior Hearing Examiner and Court orders, which were made in the context of the adequacy of determinations of non-significance that are no longer valid and are no longer being relied upon. Also, SEPA does not demand a particular substantive result, particularly related to aspects of a project such as general “safety” that are not elements of the environment required to be evaluated. Although SDOT designs all facilities to operate safely and that is a primary goal of the project, SEPA does not demand that result.

The EIS appropriately relies on designs at approximately 10% level of design for each of the build alternatives, which SDOT determined was sufficient to evaluate any potential significant adverse environmental impacts. SEPA requires that “The basic features and analysis of the proposal, alternatives, and impacts shall be discussed in the EIS and shall be generally understood without turning to other documents; however, an EIS is not required to include all information conceivably relevant to a proposal...” (WAC 197-11-402(6)). SEPA encourages EISs to be prepared early in the process (WAC 197-11-406 and WAC 197-11-055). Here, the level of design for alternatives allowed an evaluation of the features of the alternatives, with conservative assumptions to ensure that impacts were adequately identified and fully considered. The level of design was in enough detail for comparative purposes, and to determine whether design features could be employed to mitigate potential impacts. The potential traffic hazard impacts described by the Hearing Examiner were identified and a variety of possible design options were developed and could be employed to create a safely operating trail. Additional discussion of design and safety considerations are included in the FEIS in Section 1.7.1, Roadway Design and Safety Considerations.

The Transportation Discipline Report, Technical Appendix B, contains a summary of the business owner interviews. Appendix A of the FEIS contains the AutoTURN analysis.

09-013

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- 09-013 | 32. *What is the basis for that estimate?*
- 09-013 | 33. *What is the level (percentage) of design for the Ballard Avenue alternative?*
- 09-013 | 34. *What is the basis for that estimate?*
- 09-013 | 35. *What is the level (percentage) of design for the Leary alternative?*
- 09-014 | 36. *Did SDOT prepare a traffic hazard analysis?*
- 09-014 | 37. *If it did, please identify it.*
- 09-014 | 38. *If not, please explain why not?*
- 09-015 | 39. *Did SDOT prepare an Auto-Turn analysis for each driveway for each Alternative based on the actual vehicles that use each driveway as part of this traffic hazard analysis in the Draft EIS?*
- 09-015 | 40. *If not, why not?*
- 09-016 | 41. *Did SDOT interview adjacent businesses and property owners/operators along each Alternative to determine actual operations as part of this traffic hazard analysis and/or land use impact analysis in the Draft EIS?*
- 09-016 | 42. *If not, why not?*

09-017 | SDOT must withdraw the Draft EIS and prepare and issue a Supplement Draft EIS that includes sufficient trail designs for each Alternative so it can properly evaluate potential significant adverse impacts, including, without limit, traffic hazard and land use impacts for each Alternative.

E. Errors and Omissions

SDOT's Draft EIS contains significant and fatal errors and omissions. It must be withdrawn and a Supplement Draft EIS be prepared and issued. In addition to the items noted in the Comment Matrix below, the Draft EIS contains the following errors and omissions:

Comments:

09-018 | On Page. 1.4 in the Scoping Section, SDOT states:

"Safety is not itself an element of the environment to be reviewed under SEPA. In addition, the analysis in an EIS is conducted at an early stage of project development, such that it is not possible to examine all safety issues that could be resolved through detailed design."

SDOT's statement, however, contradicts the Hearing Examiner's Order, which states:

"...the Examiner concludes that the proposal would have significant adverse impacts in the form of traffic hazards...because of conflicts between truck movements and other vehicle traffic and trail users..."

- 43. *Please explain how the DEIS sufficiently addresses and resolves significant traffic hazards impacts between trucks, vehicles and trail users?*

09 - 014 The EIS identifies potential conflicts between trail users and vehicles, such as at driveways and intersections, which are common to all alternatives. For each alternative evaluated in the DEIS and FEIS, Section 7.3 discusses potential traffic hazards specific to that alternative, under the heading "Safety". It also identifies means to reduce or eliminate conflicts between modes. The Final EIS includes additional information on design and safety considerations in Section 1.7.1.

09 - 015 During the development of the alternatives to be evaluated in the Draft EIS, an AutoTURN analysis was completed for a representative sample of driveways along the alignments. The purpose of the analysis was to determine the appropriate driveway width needed to accommodate the range of vehicles that would use those driveways. Inadequate driveway width could result in temporary restriction of traffic flow as larger vehicles have to swing into opposing traffic lanes, and can result in delays because such movements can require waiting for an opening in traffic in both directions. It should be noted that large trucks regularly block traffic on streets on a temporary basis throughout the study area at present, and these types of interruptions are not considered significant impacts. For the Draft EIS, the types of vehicles that were assumed to use the driveways were consistent with the type of land use in the area. For driveways where an AutoTURN analysis was not completed, widths were assumed to be consistent with those developed for driveways that were analyzed using AutoTURN. This level of analysis is adequate to understand the potential magnitude of impact associated with each of the alignments. Appendix A of the FEIS contains AutoTURN analyses. Additional AutoTURN analyses may be conducted as the project progresses through design, if needed.

- 09 - 016 Phone interviews were conducted with property owners along the Preferred, Shilshole South, and Shilshole North Alternatives as part of the FEIS. Information about vehicle movements (backing into/out of driveways); busy times of the day, week, and year; and vehicle types was collected during the interviews. Results of the interviews were incorporated into Section 4.2.2.3 of Technical Appendix B (Volume 3) and Section 7.2.3 of the Final EIS. Interview notes are included in Appendix B of the Transportation Discipline Report (Technical Appendix B of the FEIS). Additionally, SDOT will continue to coordinate with adjacent businesses, property owners, and interested stakeholders as the design process continues.
- 09 - 017 As described in response to prior comments, SEPA encourages the preparation of an EIS at the earliest possible point in the planning and decision-making process, when the principal features of a proposal and its environmental impacts can be reasonably identified. See WAC 197-11-055. Here, the level of design for each alternative is sufficient to evaluate the potential impacts, including traffic hazard and land use impacts. These potential impacts are discussed throughout the EIS. Please see Section 1.8 of the FEIS for further detail regarding potential traffic hazards associated with the alternatives. There is no basis for the preparation of a supplemental EIS. See WAC 197-11-405(4).

- 09 - 018 As described in response to prior comments, SDOT disagrees with the commenter's characterization of the prior Hearing Examiner and Court orders, which were made in the context of the adequacy of determinations of non-significance that are no longer valid and are no longer being relied upon. Also, SEPA does not demand a particular substantive result, particularly related to aspects of a project such as general "safety" that are not elements of the environment required to be evaluated. So although SDOT designs all facilities to operate safely and that is a primary goal of the project, SEPA does not demand that result.

That said, potential traffic hazard impacts, including any potential conflicts between vehicles and trail users, are analyzed and disclosed in FEIS Section 7.3. Section 1.7.1, Roadway Design and Safety Considerations also lists methods that can and would be employed to reduce the risk of such conflicts. Although the final design has not been determined, the analysis considers the range of potential impacts that could result from the project along each alignment and identifies potential mitigation measures.

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The Land Use Discipline Report is fatally flawed because it failed to include and consider impacts on the following existing businesses and uses:

- Ballard Transfer;
- Leib Marine;
- Pacific Fisherman;
- Snow and Co.;
- Ballard Oil;
- Gardner Boat Repair;
- Pipes Marine Repair;
- Stabbert Shipyard;
- McGuiness Marine;
- Sher Marine/retail sales;
- Sea and Shore Construction; and
- Jacobsen Marine Terminal.

44. Please explain why the DEIS failed to include a discussion of potential impacts to the numerous business listed above?

45. Please explain why the DEIS failed consider that many of companies at these locations have to back out of their driveways?

46. Please explain how SDOT can ensure the trail will operate safely with trucks backing across it at these locations?

47. Please provide the detailed traffic hazard analysis—including sight distance analysis—to support SDOT's conclusions. If SDOT did not prepare a detailed engineering analysis, please explain why not?

48. Please explain why the DEIS did not include a detailed discussion and analysis of potential land use impacts to these businesses?

49. Please provide the detailed land use impact analysis related to these existing businesses SDOT failed to include in the DEIS showing the potential land use impacts to these businesses. If SDOT does not have this information, please explain why it will not revise the EIS to include it?

50. Please explain how these water-dependent businesses can either continue operating at their current location or be "relocated" as SDOT states in the DEIS if there are significant adverse land use impacts from the trail?

51. Please explain how SDOT's land use analysis is adequate and sufficient for a decisionmaker to make an informed decision if the DEIS failed to include any information about these existing water-dependent businesses?

09 - 019 These businesses were inadvertently left out of the Land Use Discipline Report as a result of a mapping error. Please see Section 4.3 of the FEIS for corrected tables, and Technical Appendix A (Volume 3) for an Update and Errata of the Land Use Discipline Report. This corrected information was considered as part of the impact evaluation process, however, the omissions did not change the determination of impact significance.

Individual business owners were interviewed as a part of the transportation analysis for the FEIS, and a summary of the interviews is contained in Technical Appendix B. Concerns regarding potential operational impacts were considered and are addressed in Chapter 4, Chapter 7, Chapter 8, and in Technical Appendix B (Volume 3) of the FEIS.

09 - 020 Consistent with Seattle's SEPA policy on Land Use (SMC 25.05.675.J.1.b), impacts relating to transportation and parking are addressed under Transportation and Parking chapters respectively in the FEIS. These impacts are discussed in the Land Use chapter because they were considered in the economic analysis that the Land Use Chapter relies upon. Please see the FEIS Chapter 7 and Technical Appendix B, which have been updated to address the safety of trucks backing across the trail. As in any right-of-way, trucks that are backing must obey the rules of the road, including flaggers, where required, to warn oncoming traffic and direct truck movements. It is noted that illegal movements also cause hazards.

Sight distance concerns are described in Chapter 7 of the Final EIS and Chapter 5 of Technical Appendix B (Transportation Discipline Report); Section 1.7.1 of the FEIS discusses design and safety considerations in further detail.

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09-020

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- 09-022 | *52. The comparison of the Shilshole North versus the Shilshole South Alternative on Page 5-5 of the Land Use Discipline Report is inaccurate because SDOT ignored and failed to include the above businesses in the EIS. Please correct this error.*
- 09-023 | *53. The pie chart, Figure 5-2 on page 5-8 of the Land Use Discipline Report, is similarly flawed because SDOT failed to include the actual businesses and thus did not accurately calculate square footage based on the correct linear footage of business uses along these routes. Please correct this error.*
- 09-023 | *54. SDOT's driveway-to-driveway comparisons in the Land Use Discipline Report are incorrect because SDOT failed to understand and account for actual uses of each driveway. For example 56th street and Market street driveway count includes single-family and unused driveways and gives them equal weight to industrial driveways that have for example 300+ heavy truck crossings per day. It is impossible for a reader—much less the decision maker—to make an informed decision based on accurate information because SDOT assigned equal weight for residential driveways with one or two cars to industrial driveways with hundreds of crossings and/or large truck crossings. Please correct this error.*
- 09-024 | *55. Table 4-3 in the Land Use Discipline Report is similarly flawed because SDOT failed to include existing businesses (e.g., Stabbert, etc.) and failed to understand and evaluate that trucks existing these businesses must back across the proposed trail. Please correct or explain this incorrect information?*
- 09-025 | *56. SDOT failed to adequately explain why the large number of vehicles using Shilshole will not create traffic hazards with an increased number of trail users—As the Hearing Examiner and Judge Rogers said--“It is simply not fair to defer decisions and to trust the party making the decisions to reach the right outcome, because this defeats the entire policy of [SEPA] review.” Please provide a detailed traffic hazard and land use analysis to support this statement in the DEIS or explain why it is not necessary?*
- 09-026 | *57. Please explain how trail users will safely cross from Shilshole to Market Street based on the current level of trail design?*
- 09-027 | *58. Please correct the DEIS to accurately reflect the history of the Missing Link. Figure 1-1 on page 1-2 should include a reference to the 1996 “Manning Resolution” No. 29474, which located the Missing Link along Leary Avenue to Market Street as part of the City's approval of a 30-year franchise for the Ballard Terminal Railroad.*
- 09-028 | *59. Please explain how location and operation of the Missing Link on Shilshole Avenue NW—either south or north—will not adversely impact operation of the Ballard Terminal Railroad pursuant to its 30-year franchise?*

09 - 021 The DEIS listed land uses on the same side of the street as the trail for all alternatives, because these were the most directly affected. Uses along both sides of NW 54th should have been included because that right-of-way is so constricted. The FEIS has been revised with an expanded range of affected properties, including the uses referenced (see Comment 09-019).

A revised Technical Appendix A, Update and Errata to the Land Use Discipline Report, is included in Volume 3 of the FEIS which includes the businesses on both sides of the currently unimproved portion NW 54th St. The Preferred Alternative does not travel along this portion of NW 54th St.

The Draft EIS did not state that the project is expected to cause “relocation” of any uses, because impacts to businesses are not expected to be significant. The Draft EIS referred to businesses needing to relocate loading operations that are occurring in City right-of-way.

The FEIS analysis includes water-dependent and water related uses, and evaluates how businesses would be affected based on loading and driveways operations within the public right-of-way, which SDOT considers adequate for determining the significance of land use impacts. As described in the DEIS, none of the driveways would experience delays significant enough to be likely to cause businesses to substantially change their operations to the point of business failure, and are not expected to result in changes in land use. Instead, these uses are expected to adapt to the changes caused by implementation of the Missing Link. See Section 4.3.2 in the FEIS. As required by SEPA, the EIS describes the potential for significant adverse impacts, and measures that can be employed to reduce or avoid impacts in the design and operation of the trail.

09 - 022 Chapter 4, Land Use, in the FEIS corrects the land use analysis, including supporting figures and charts. This includes correcting the land area of business uses along the alternative routes. Technical Appendix A (Volume 3) provides an Errata for the Land Use Discipline Report and updated tables. The determination of impact significance has not been altered by the inclusion of the corrected data.

09 - 023 The driveway analysis includes information about driveways to characterize potential impacts, such as vehicle classification and special vehicle maneuvers. SDOT has updated the Roadway Design and Safety Considerations section included in Section 1.7.1 of the FEIS, which assesses the potential impacts between different types of users, and identifies appropriate mitigation measures. Please see Chapter 7 of the FEIS and Technical Appendix B (Volume 3) for updated information, such as vehicle classification and special vehicle maneuvers at driveways. Please also see response to Comment 09-016.

09 - 024 SDOT did consider driveways and access to businesses in the Transportation analysis. For the Final EIS, additional information is included regarding vehicle types and movements, including backing across the trail. Backing across the trail is not a land use impact, however. It may require a change in operations such as a flagger to warn oncoming traffic, but this is not expected to affect business viability, as these conditions are regularly dealt with by businesses throughout the region. Please see the updated driveway vehicle operations analysis included in the FEIS Chapter 7 and Technical Appendix B (Volume 3) as well as FEIS Section 1.7.1, for discussion of design and safety considerations.

Please also see response to comment 09-016.

09 - 025 As described in response to prior comments, SDOT disagrees with the commenter's characterization of the prior Hearing Examiner and Court orders, which were made in the context of the adequacy of determinations of non-significance that have since been invalidated and are no longer being relied upon. SEPA requires the disclosure of potential impacts, but does not demand a particular substantive result.

Section 7.2 of the FEIS and Chapter 4 of the Technical Appendix B (Transportation Discipline Report) describe that nonmotorized users currently travel along various streets in the study area, including Shilshole Ave NW. As discussed under Potential Impacts in Section 7.3 of the Draft EIS, traffic and nonmotorized volumes in the study area are expected to increase between 2015 and 2040. Section 7.3.1 of the Draft EIS also describes that with anticipated growth in vehicle and nonmotorized volumes, there would be impacts if no dedicated facility were provided in the study area. Generally, dedicated facilities are safer than areas lacking dedicated facilities. Therefore, Burke Gilman Trail users at present are exposed to traffic hazards in the area of the Missing Link. Providing a dedicated facility would improve nonmotorized comfort and safety in the study area, and organize conflict points. The EIS discusses areas such as driveways and intersections where potential conflicts could occur. The final design will include a number of safety considerations to minimize potential conflicts associated with an increase of users. These are described in Section 1.7.1, Roadway Design and Safety Considerations, of the Final EIS.

09 - 026 Although the comment is not clear about which alternative this was referring to, in this intersection and all signalized intersections crossed by the trail, trail users will be directed through the intersection on a marked crosswalk. Refer to Section 1.7.1 and Chapter 7 of the FEIS, and Technical Appendix B (Volume 3) for further discussion of potential intersection designs to address the crossing at this intersection.

09 - 027 Resolution No. 29474 was ultimately rejected by the business and cycling community, prompting Resolution 30408, which directed a new study that led to Resolution No. 30583, which described the Shilshole South route. Figure 1-1 has not been revised.

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- 09-029 | 60. Please explain why the “primary objective” of the proposed project on Page 1-3 is narrowly defined to create a “multi-use trail” instead of protected facilities for bicyclists and other non-motorized users?
- 09-030 | 61. Please explain the statement on Page 1-4 that it is “not possible to examine all safety issues that could be resolved through a detailed design”?
- 09-031 | 62. Why didn’t SDOT prepare the detailed design necessary to examine safety issues?
- 09-032 | 63. Please explain the statement on Page 4-14 that the “improvements may not support and could even discourage new and expanded industrial uses.”?
- 09-032 | 64. How would the “improvements” discourage new and expanded industrial uses?
- 09-033 | 65. What land use and traffic impacts would these new “improvements” have on existing, new or expanded industrial uses?
- 09-033 | 66. Please explain whether such impacts are significant or can be mitigated?
- 09-033 | 67. If they can be mitigated, please provide detailed mitigation information?
- 09-034 | 68. Please explain the statement on Page 4-14 that the “study area has the capacity to absorb parking displaced by each Build Alternative”?
- 09-034 | 69. How and where will displaced parking be “absorbed”?
- 09-034 | 70. How will existing businesses be impacted by the displaced parking?
- 09-034 | 71. How will existing land uses be impacted by the displaced parking?
- 09-035 | 72. Please explain the statement on Page 4-14 by providing an analysis of how businesses will adapt to “minor delays, loss of parking and changes to loading areas along...” the Build Alternatives?
- 09-035 | 73. How will existing land uses be impacted by the “minor delays, loss of parking and changes to loading areas along...” the Build Alternatives?
- 09-036 | 74. Please explain and provide the basis for the statement on Page 4-16 wherein SDOT concludes that impacts from the Build Alternatives “are not expected to cause any businesses to fail”?
- 09-037 | 75. Did SDOT interview any existing businesses in reaching the conclusion in Page 4-16 that the trail will not cause any businesses to fail? If so, please list them? If not, please explain why not?
- 09-038 | 76. Did SDOT determine how the existing businesses access their properties in reaching the conclusion on Page 4-16 that the trail will not cause any businesses to

09 - 028 As described in the Draft EIS, SDOT would need to relocate the tracks between 11th Ave NW and NW Dock St during construction. Track relocation is governed by the operating agreement that the BTR has with the City, and no further mitigation or special compensation is required. SDOT will coordinate closely with representatives from the BTR to minimize any potential impacts during track location.

The Ballard Terminal Railroad (BTR) would be able to continue its operations under any of the alternatives studied in the Draft EIS. Similar to existing conditions, trail users would have to cross the tracks, but this would not hinder operations, given the slow speeds at which the train runs, and the fact that most train activity takes place at night when there are no cars parked on the tracks and few trail users expected. Similarly, the location of the Preferred Alternative along Shilshole Ave NW and NW 45th St would allow continued operation of the BTR.

09 - 029 The purpose of the project is to complete an existing facility, not create a new one. The existing Burke-Gilman Trail is a multi-use regional trail. The primary objective of the Missing Link is consistent with the primary objective of the entire trail, specifically to fill in the missing 1.4-mile section to provide a safe, direct, and defined multi-use trail for persons of all abilities, for a variety of transportation and recreational activities. The Missing Link also strives to maintain truck and freight facilities and access that support industrial and water-dependent land uses within the shoreline district and BINMIC. Additionally, the completion of the Burke Gilman Trail as a multi-use trail is supported by a number of policies and plans: the Seattle Bike Master Plan, PSRC’s Vision 2040, the City of Seattle Comprehensive Plan, the City of Seattle Parks and Recreation 2011 Development Plan, all of which are outlined and discussed in the Land Use Discipline Report and discussed in Chapter 4, Land Use, of the FEIS.

- 09 - 030 SEPA provides that "The basic features and analysis of the proposal, alternatives, and impacts shall be discussed in the EIS and shall be generally understood without turning to other documents; however, an EIS is not required to include all information conceivably relevant to a proposal..." (WAC 197-11-402(6)). SDOT has disclosed the potential impacts of the alternatives with and without various design elements to mitigate potential impacts in Section 1.8 and Section 7.3 of the FEIS. The EIS used conservative assumptions to ensure that potential impacts were identified and evaluated at the current level of design.
- 09 - 031 SDOT disagrees with the characterization that the design presented is not sufficiently detailed. SEPA requires analysis and disclosure of potential impacts, which the EIS provides. Virtually every aspect of a trail design has a safety component to it, but that does not make every component a probable significant adverse environmental impact under SEPA. The EIS describes potential traffic hazards, delays that could be caused by trail users and vehicle operators navigating such hazards, and measures that can be used to improve design of the trail, roads, and driveways.
- 09 - 032 As noted in Section 4.3.2 of the DEIS, the trail infrastructure could support existing and expanding residential and commercial uses near the trail. As discussed in the Economic Considerations Report (Technical Appendix E of the DEIS), Ballard is experiencing service-based and residential growth in the region. The perception of the trail as an increase in competitive pressures, whether founded or not, could affect industrial business decisions regarding expansion or moving into the area. However, because current policies protect industrial zoning in the BINMIC area, such perceptions would be speculative.

- 09 - 033 Refer to the response to Comment 9-032. It would be speculative to evaluate impacts of the project on uses that are not present or planned. The statement that "improvements may not support and could even discourage new and expanded industrial uses" was intended to acknowledge that perceptions can affect behavior such as where businesses are willing to locate or expand. Significant changes in land use due to such perceptions resulting from completion of the Missing Link are not expected.

Regarding traffic impacts, there is no reason to think that impacts on new or expanded uses would be different than those that would be expected for existing uses as described in the DEIS and this FEIS.

Avoidance, Minimization and Mitigation Measures for Land Use and Transportation Impacts are found in Section 4.4 and Section 7.4, respectively, of the Final EIS. Although significant impacts to land use as a result of the Missing Link project are not expected, maintaining existing policies and regulations regarding non-industrial uses would preserve lands within BINMIC for such uses.

09 - 034 The total parking supply in the study area is 3,816 spaces. The Preferred Alternative would remove approximately 344 parking spaces, about 9% of the total on- and off-street parking supply. On a weekday, a minimum of 1,009 on-street spaces and 213 off-street spaces were unused and available in the study area during each time period inventoried. On a weekday, the highest hourly on-street utilization was 67% and the highest hourly off-street utilization was 71%. On a weekend, a minimum of 848 on-street spaces and 483 off-street spaces were unused and available in the study area during each time period inventoried. On a weekend, the highest hourly on-street utilization was 73% and the highest hourly off-street utilization was 49%.

The changes in parking may cause employees or customers to park farther away compared to 2017 existing conditions but is not anticipated to significantly adversely impact businesses. Parking removal would be spread out along the Build Alternatives. As described in Chapter 8 of the FEIS, Policy T42 states that it is the City's general policy to replace short-term parking only when the project results in a concentrated and substantial amount of on-street parking loss.

09 - 035 The EIS is required to disclose probable adverse significant impacts, therefore, it does not discuss every minor adaptation that businesses or others affected by a project might need to make. Adaptations regarding traffic delays and loading are discussed in the Transportation Chapter (Chapter 7), and adaptations regarding parking are addressed in the Parking Chapter (Chapter 8). The analysis of transportation impacts is contained in FEIS Chapter 7 and Technical Appendix B (Volume 3), and impacts to land use are described in FEIS Chapter 4. Parking impacts are described in FEIS Chapter 8 and Technical Appendix C (Volume 3).

09 - 036 As described in the EIS, the effects on businesses include localized and intermittent driveway delays, changes to loading access, and reduced on-street parking availability. While recognized as having some economic cost and inconvenience, businesses are anticipated to be able to adapt to these challenges, similar to adapting to intermittent construction-related delays, increased traffic, and other factors associated with increased development in the area. Please see the Economic Considerations Report (Technical Appendix E of the DEIS).

09 - 037 No interviews were conducted of local businesses for the economic analysis. The analysis was based on previously collected employment and operation information, past studies, observations of the effects of similar trail projects, and consideration of the results of the driveway analysis prepared for the Draft EIS, and other information.

Although economic considerations are not an element of the environment required to be evaluated in an EIS under SEPA, City code does require economic issues to be included in an EIS unless eliminated in the scoping process. SDOT chose to include additional analysis of the potential economic impacts of the Project in the EIS to assist in decision-making, since it was identified as an issue of concern. SDOT continues to work with adjacent business owners as it advances the project. SDOT is aware of the concerns businesses have over the placement of the trail and has committed to work with individual business and property owners to address them during trail design.

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- 09-038 | *fail? If so, please provide that analysis. If not, please explain why SDOT did not obtain this information and whether it would be useful in reaching this conclusion?*
- 09-039 | *77. Please explain the basis—including listing the facts and information that support it—for SDOT’s statement on Page 4-16 that the “vitality of the BINMIC would not be significantly adversely impacted under any Build Alternative”?*
- 09-039 | *78. What studies did SDOT conduct to support or reach this conclusion?*
- 09-039 | *79. What businesses did SDOT interview to support or reach this conclusion?*
- 09-039 | *80. Please explain how this statement can be accurate when SDOT failed to include the businesses listed above in its analysis in the DEIS?*
- 09-040 | *81. Please explain how “[p]otential conflicts between industrial and trail users would increase under all Build Alternatives but could be reduced through engineering and design” as stated on Page 4-17 of the DEIS?*
- 09-040 | *82. What conflicts would increase?*
- 09-040 | *83. What engineering and design techniques would be used?*
- 09-040 | *84. Are those engineering and design techniques currently designed? If not, why not?*
- 09-040 | *85. When will those engineering and design techniques be designed?*
- 09-040 | *86. When will the public and decisionmakers get an opportunity to review and evaluate those engineering and design techniques pursuant to SEPA? If they will not, why not?*
- 09-041 | *87. Please explain why the Missing Link is exempt from review and permitting under the Shoreline Management Act and the City’s Shoreline Master Program?*
- 09-042 | *88. Please provide a list of the “41 driveways” along the Shilshole South Alternative listed on Page 4-18.*
- 09-043 | *89. Please explain the basis for the statement on Page 4-18 that vehicles having to cross the trail in this location would experience delays but they would not be “significant”?*
- 09-043 | *90. What is the basis for this statement and conclusion? Did SDOT interview any business owners to support this statement?*
- 09-044 | *91. Does SDOT have a list of the vehicles that access each more driveways along the Shilshole North Alternative?*

09 - 038 SDOT did consider access to businesses in the Transportation analysis. The updated driveway vehicle operations analysis included in the Final EIS Chapter 7 and Technical Appendix B (Volume 3) includes information on vehicle classification at driveways as well as special vehicle maneuvers, such as vehicles backing into or out of driveways. Please also see response to comment 09-016.

SDOT will continue to coordinate with adjacent businesses, property owners, and interested stakeholders as the design process continues.

Also, please refer to the DEIS Technical Appendix E, Economic Considerations Report, for analysis of impacts to businesses in the study area.

09 - 039 Conclusions regarding the potential economic effects of the project are based on the Economic Considerations Report (Technical Appendix E of the DEIS). That report concluded that no business is likely to fail because the impacts expected, while potentially inconvenient, would not be severe enough to significantly affect the viability of the businesses. Please see the report for information on how the analysis was conducted. Although economic considerations are not an element of the environment required to be evaluated in an EIS under SEPA, City code does require economic issues to be included in an EIS unless eliminated in the scoping process. SDOT chose to include additional analysis of the potential economic impacts of the Project in the EIS to assist in decision-making, since it was identified as an issue of concern.

With regard to contacting individual businesses, please see responses to Comments 09-016 and 09-037.

- 09 - 040 Chapter 7 of the DEIS and FEIS describe the potential conflicts between trail users and industrial operations. Section 1.7.1 of the FEIS describes what techniques would be used to address these conflicts. Designs of the major elements of the alternatives are provided in the DEIS and FEIS. Design is ongoing, with current efforts focused on the Preferred Alternative described in the FEIS. The EIS provides analysis of all aspects of the project that could have significant adverse impacts. There will be additional opportunity for public input beyond the SEPA process; see Section 1.11 Next Steps in the FEIS. SDOT will continue to coordinate with adjacent businesses, property owners, and interested stakeholders as the design process continues.
- 09 - 041 The DEIS does not state that the Missing Link would be exempt from review and permitting under the Shoreline Management Act and the City's Shoreline Master Program. Page 4-11 of the Draft EIS includes discussion of the Shoreline Management Act and the City of Seattle's Shoreline Master Program, which states that a permit may be required for land uses that are within 200 feet of the ordinary high water mark. The Seattle Department of Planning and Development (now the Seattle Department of Construction and Inspections) previously reviewed the project and determined it to be exempt from the requirement for a Shoreline Substantial Development Permit. Regardless of whether a Shoreline Substantial Development Permit is required, any project within the shoreline area is required to be consistent with the policies of the Shoreline Management Act.
- 09 - 042 Driveway locations are shown on DEIS Figures 1-3 through 1-6 and on Figure 1-3 in the FEIS. Driveway locations were field reviewed during the design process. A list of driveway locations and owners was not necessary to determine the potential for significant impacts as part of the transportation analysis, so a list of individual driveways was not developed as part of the EIS process. Please see the revised Transportation and Land Use Sections of the FEIS for more information.
- 09 - 043 For the EIS, SDOT relied on the Economic Analysis (DEIS Technical Appendix E) to reach the conclusion that the effects of the project would not be severe enough to cause changes in land use in the project area, and therefore would not be significant adverse land use impacts.
- Delays at driveways are not considered to be significant because they would occur sporadically throughout the day and for short periods of time. Drivers may find this inconvenient, but it would not block or substantially alter access. Additionally, there is no City standard for maintaining delay at driveways. Please see Chapter 7 of Final EIS or Technical Appendix B (Volume 3) for updated information on driveway delays for vehicles and the methodology used to measure impacts.
- Also, please see the response to comment 09-016.
- 09 - 044 Additional information, including vehicle classification and turning movements, was collected for additional driveways along each alternative and has been included in the Final EIS Chapter 7 and Technical Appendix B (Volume 3). The transportation analysis considered the types of vehicles at driveways and within each corridor. The traffic data provides adequate information to characterize the impacts, which are included in Chapter 5 of Technical Appendix B and Chapter 7 of the FEIS. Mitigation strategies to address impacts have also been included in the FEIS.
- 09 - 045 Please see responses to Comments 09-037 and 09-039 regarding the information used to develop this analysis. The project is not expected to increase operating costs to the level that it would cause the permanent loss of land uses that are identified as preferred for the project area under adopted land use policies, and it is therefore not expected to have significant adverse impacts on land use.

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- 09-045 | *92. Please explain and provide the basis for any statement that increased costs to businesses adjacent to the Shilshole North Alternative would not cause “significant impacts”?*
- 09-045 | *93. Did SDOT interview any of these businesses to support this conclusion? If not, why not?*
- 09-045 | *94. What information did SDOT rely on to support this conclusion?*
- 09-046 | *95. Please explain and provide the basis for the statement on Page 4-22 that losing approximately 227 parking spaces on Shilshole Avenue will not negatively impact existing land uses in this area?*
- 09-047 | *96. Please provide a list of the “58 loading zones and driveways” along the Shilshole South Alternative listed on Page 4-22.*
- 09-048 | *97. Please explain the basis for any statement that vehicles having to cross the trail in this location would experience delays but they would not be “significant”?*
- 09-048 | *98. What is the basis for this statement and conclusion? Did SDOT interview any business owners to support this statement?*
- 09-048 | *99. Does SDOT have a list of the vehicles that access each of the 58 or more loading areas and driveways along this Alternative?*
- 09-048 | *100. Please explain and provide the basis for the statement on Page 4-22 that there will be “no significant land use impacts” “because no permanent land use changes are anticipated”?*
- 09-048 | *101. Did SDOT interview any of these businesses to support this conclusion? If not, why not?*
- 09-048 | *102. What information did SDOT rely on to support this conclusion?*
- 09-049 | *103. Please explain and provide the basis for the statement on Page 4-22 that losing approximately 227 parking spaces on Shilshole Avenue will not negatively impact existing land uses in this area?*
- 09-050 | *104. Please explain how SDOT intends to make a two-directional multi-user trail on one side of the street safe in light of the statement on Page 7-16 that “many collisions occur[] when a vehicle was traveling in an opposite direction to a cyclist...”?*
- 09-051 | *105. Does SDOT have any published studies, reports or information showing multi-user sidepaths, such as being designed for the Missing Link, are safer compared to protected bicycle facilities? If so, what are they?*

- 09 - 046 The DEIS does not state that 227 spaces would be lost on Shilshole Ave NW, but throughout the entire length of the Shilshole North alignment. As explained in the DEIS, the conclusion that land use would not be adversely affected is based on the Economic Analysis (DEIS Technical Appendix E). The parking analysis is fully described in the Parking Discipline Report (Technical Appendix C, Volume 3). Please also see the response to Comment 09-034 regarding specific parking impacts.
- 09 - 047 The driveways and loading zones along each of the alignments, including the Shilshole South Alternative, were identified and counted using design drawings and field work. Maps of the loading areas included are shown in the DEIS and FEIS Parking Discipline Reports, Figure 4-4 (Volume 3). A separate list of loading zones and driveways was not necessary to determine potentially significant adverse impacts as part of the transportation or parking analysis, so one was not developed as part of the EIS process.
- 09 - 048 Please refer to the responses to Comments 09-043 and 09-044.
- 09 - 049 Please refer to the response to Comment 09-046.
- 09 - 050 The collisions described on page 7-16 of the DEIS occurred where there were no bicycle facilities, with the exception of an incident along NW 45th. As described, the collisions typically occurred when either the vehicle or the bicyclist was turning. Some steps can be taken to reduce the chance of accidents, such as installing a stoplight as proposed on 17th Ave NW under all alternatives on Shilshole. Even in signalized intersections, bicyclists and motorists can have collisions when their paths cross and one party or both are not paying close attention. As described in the project objective (Section 1.2), the Missing Link would be a dedicated, separated trail facility that would improve safety conditions by providing separation between vehicles and trail users. Potential traffic hazards are identified in Section 1.8 of the FEIS.

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09-052

106. Please list all studies, reference materials or other documents/information that support's SDOT's statement on Page 7-26 that a "dedicated bicycle facility would improve" safety?

09-053

107. Did SDOT conduct any studies or prepare any reports to support this statement and conclusion? If so, what studies or reports? If not, why not?

108. Please explain how "the final trail design would include safety features to reduce [sight distance] conflicts between trail users and vehicles as stated on Page 7-31 of the DEIS?

109. Specifically, what "final design" measures will do so?

110. When will those "final design" measures be designed?

111. When will the decisionmakers and public be given an opportunity to review them under SEPA? If not, why not?

09-054

112. How will SDOT resolve the numerous existing sight distance conflicts along all of the Build Alternatives?

113. When will the decisionmakers and public be given an opportunity to review SDOT's proposals to resolve those sight distance conflicts under SEPA? If they will not be given the opportunity to do so, why not?

09-055

114. Please explain who will decide "the final placement of the trail...during final design" as stated on Page 7-31 of the DEIS?

115. When will that decision be made and who will make it?

116. When will the decisionmakers and public be given an opportunity to review that final trail placement/design under SEPA? If not, why not?

09-056

117. How will SDOT decide and ensure that "driveways would be wide enough to safely accommodate industrial and commercial traffic" as stated on Page 7-32 of the DEIS?

118. Who will make that determination and when?

119. When will the decisionmakers and public be given an opportunity to review that determination under SEPA? If not, why not?

09-057

120. Please explain in detail and provide the basis for the conclusion for the statement on Page 7-36 that "[u]nder SMC 11.58.230, driveways along the Shilshole North Alternative alignment would operate safely"?

121. What information did SDOT rely upon in reaching this conclusion?

09 - 051 SEPA does not require SDOT to establish that one type of facility is safer than another. However, safety is a critical component of the project, and SDOT follows City standards as well as AASHTO and NACTO guidelines for bicycle and trail facilities.

The facility type was chosen because it best meets the project's objective to complete the Burke-Gilman Trail by creating a safe, direct, and defined multi-use trail for persons of all abilities, for a variety of transportation and recreational activities, and by maintaining truck and freight facilities and access that support industrial and water-dependent land uses within the shoreline district and BINMIC.

09 - 052 In addition to the AASHTO and NACTO guidelines described in comment 09-051 above, please see Chapter 8 References in the Transportation Discipline Report (Technical Appendix B, Volume 3) for a full list of reference materials.

SDOT designs its projects according to the guidelines referenced above, as well as City standards and guidelines, such as the City of Seattle's Standard Plans for Municipal Construction and Right-of-Way Improvements Manual, which have been developed through research and adaptation of national publications. As a result, SDOT does not prepare any studies or reports specific to individual project design.

09 - 053 Any alternative that is selected will undergo additional design after the SEPA process is complete. For example, please see Section 1.6.1 of the FEIS, which describes the Preferred Alternative. The Preferred Alternative addresses sight distance concerns along the south side of Shilshole Ave NW by shifting the trail northward as compared to the Shilshole South Alternative, closer to the roadway and away from buildings and structures that abut property lines.

Additional safety features to warn trail users of cross traffic could include pavement markings, pavement type, and other warning devices such as flashers or even crossing arms, among other things, as described in Section 1.7.1 of the Final EIS. Safety features are recommended by AASHTO and NACTO guidelines and will continue to be assessed through the final design process anticipated to take place from mid-2017 to early 2018.

SEPA provides the public with the opportunity to provide input on the impacts associated with each of the Build Alternatives. Once impacts have been disclosed, SEPA does not require additional opportunities to review specific design features. However, SDOT has committed to working with individual property and business owners and interested stakeholders, including the general public, throughout the design process.

09 - 054 The comment does not mention which specific sight distance issue it is addressing. SEPA requires the disclosure of potential impacts, not the elimination of them. Specific sight distance issues were acknowledged as a potential impact of the project in the DEIS. Additional information is provided in Section 7.3 of the FEIS. There will be opportunity for public input on final design beyond the SEPA process. Please refer to the response to Comment 09-053.

09 - 055 FEIS Section 1.11 describes the expected process after publication of the FEIS. SEPA provides for a comment period on the DEIS but does not require a comment period on the FEIS. SEPA does not require that additional public review be provided during a project design process or after a design has been finalized; however, as described in Section 1.11, SDOT will provide additional opportunities for input to the process during design.

09 - 056 As part of design development, every driveway and intersection design will be detailed. For intersections and driveways that must accommodate industrial and commercial traffic, SDOT will continue coordinating with individual property and business owners. Tools such as AutoTURN will be used as appropriate to determine driveway width and intersection design.

SDOT has committed to working with adjacent business and property owners, key stakeholders, and the general public throughout the design process. SDOT will use professional judgment in the final design decisions. See response to Comment 09-055 regarding SEPA review after the FEIS.

09 - 057 To clarify, what the statement meant was that, if vehicle operators obey the regulation cited (SMC 11.58.230), trail users could cross driveways and alleys on the Shilshole North Alternative safely, because the vehicles would have to stop first and observe whether any trail users were approaching before proceeding. SDOT knows from experience operating hundreds of miles of roadways for over a century that not all vehicle operators abide by the laws at all times, and acknowledges illegal vehicle operation does create a potential hazard for trail users. There are also measures such as signage and trail markings that can help make trail users aware of vehicles emerging from driveways or alleys.

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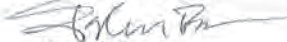
- 122. Please explain how the loss of parking would not cause land use impacts and/or economic impacts to adjacent properties as stated on Page ES-2 of the Economic Considerations Report?
- 123. What is the basis for this conclusion?
- 124. Please explain how the loss and elimination of certain driveways, as stated on Page ES 1-5, would not cause significant adverse impacts to existing adjacent land uses?

Comment Matrix

The attached Comment Matrix includes additional comments requiring response pursuant to WAC 197-11-560 and SMC 25.06.560.

Conclusion

For the reasons articulated above, we request SDOT withdraw the Draft EIS and issue a Supplement Draft EIS that adequately and properly evaluates potential significant environmental impacts from the Missing Link. Thank you for your courtesy, response, and consideration of these comments.

Sincerely,
 VERIS LAW GROUP PLLC

 JOSHUA C. BROWER

Enclosures

- cc: Mayor Murray
 Lisa Herbold, Seattle City Council Member
 Bruce Harrell, Seattle City Council Member
 Kshama Sawant, Seattle City Council Member
 Rob Johnson, Seattle City Council Member
 Debora Juarez, Seattle City Council Member
 Mike O'Brien, Seattle City Council Member
 Sally Bagshaw, Seattle City Council Member
 Tim Burgess, Seattle City Council Member
 Lorena Gonzalez, Seattle City Council Member
 Brian Surratt, Director, Seattle City Office of Economic Development
 Clients
 Ballard Chamber of Commerce

09 - 058 Loss of parking is discussed in detail in Chapter 8, Parking. The Economic Consideration Report (Technical Appendix E of the DEIS) does not state that loss of parking would not cause economic impacts, it acknowledges that there could be economic costs imposed on nearby businesses. The City employs various methods of regulating parking on city streets in order to support access to adjacent businesses and residents. Restrictions and metered parking could be implemented, if needed, to address parking needs for business customers. In addition, off-street parking spaces are available within the study area. These sorts of adaptations are common in an urban environment that is changing, and businesses typically are able to adjust operations accordingly.

Although some driveways could be eliminated or consolidated, such instances would be rare and no property would lose access altogether.

Attachment A

Messrs. Kuby and Mazonia August 1, 2016		Burke-Gilman Trail Missing Link Project – Draft Environmental Impact Statement (June 2016) Comment Matrix	
Hearing Examiner Order The Second Order of Remand (See Order in the Hearing Examiner's Order (the "HE Order"). This matter was remanded to SDOT and SDOT was directed to "more fully design the Shilshole Segment so that the impacts of those impacts, may be identified." See Exhibit A, HE Order, Page 2, Item 4.	Alternative Ballard Alternatives	EIS Statement	Comment No.
	Ballard Alternative	Figure 1-1; "2012...March: Second KCSJ Decision – Second Order of Remand, requiring additional design and study of Shilshole Segment." "2012...August: Page 1-1: "In 2012, after the third appeal to the City, Hearing Examiner over the project's environmental determination, the Hearing Examiner required SDOT to develop an environmental impact statement (EIS) related to traffic hazards on the Shilshole segment of the project." N/A	CM NO. 1: The Second Order of Remand specifically directed SDOT to more fully design the Shilshole Segment so that the impacts of those impacts, may be identified. It is not clear whether SDOT provided any new design information or operators owning or running businesses along this proposed location. Additionally, SDOT failed to include certain businesses located along this proposed segment, including Linton Marine and Ballard Oil, Ballard Transfer, Leah Marine, Subart Shipyard, McGinness Marine, Chet Marine, Sea and Shore Construction, and Jacobson Marine Terminal.
	Shilshole South Alternative	N/A	CM NO. 2: The Draft EIS does not contain any new design information regarding this proposed Shilshole South Alternative, and thus does not comply with the Hearing Examiner's Order.
	Shilshole North Alternative	Page ES-15 "No specific mitigation on measure identified."	CM NO. 3: The Shilshole North Alternative is not planned or designed so that the impacts of this proposed segment on adjoining land uses, and any proposed mitigation of those impacts, may be identified, and thus does not comply with the Hearing Examiner's Order.
	Ballard Alternative	Page ES-15 "No specific mitigation on measure identified."	CM NO. 4: The Avenue Alternative is not planned or designed so that the impacts of this proposed segment on adjoining land uses, and any proposed mitigation of those impacts, may be identified, and thus does not comply with the Hearing Examiner's Order.
	Leary Alternative	Page ES-15 "Design elements could be used to mitigate impacts along NW Market St..."	CM NO. 5: This Leary Alternative is not planned or designed so that the impacts of this proposed segment on adjoining land uses, and any proposed mitigation of those impacts, may be identified, and thus does not comply with the Hearing Examiner's Order.
In the HE Order, the Hearing Examiner quoted the following excerpt of the proceedings before the Judge Rogers: "...SDOT has not sufficiently planned the project in order to be able to consider the impacts of the project in the EIS. There would be impacts in the EIS that SDOT has not considered. SDOT may have, in fact, great impacts... If in fact there is impact...it that decision was made later on it could make the decision potentially unreviewable." See HE Order, Page 2, Item 5.	Shilshole Alternative	The Draft EIS does not contain new design information regarding this proposed Alternative.	CM NO. 6: The Draft EIS does not contain any additional design information. Again, the DEIS does not comply with the HE's Order.
	Shilshole North Alternative	The Draft EIS does not offer any concrete design or planning regarding this Alternative. Design concepts referenced in the Draft EIS are only for reference and not included in an actual design for this segment.	CM NO. 7: SDOT has not sufficiently planned or designed this proposed Alternative to address the impacts in certain situations. Additional design information, it is not possible to answer this question. Again, the DEIS does not comply with the HE's Order.
	Ballard Avenue Alternative	The Draft EIS does not offer any concrete design or planning regarding this Alternative. Design concepts referenced in the Draft EIS are only for reference and not included in an actual design for this segment.	CM NO. 8: SDOT has not sufficiently planned or designed this proposed Alternative to address the impacts in certain situations. Additional design information, it is not possible to answer this question. Again, the DEIS does not comply with the HE's Order.

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09 - 059 SDOT disagrees with the commenter's characterization of the prior Hearing Examiner and Court orders, which were made in the context of the adequacy of determinations of non-significance that are no longer valid and are no longer being relied upon. The standard for establishing the adequacy of a DNS is very different from the standard for an EIS. Also, SEPA does not demand a particular substantive result, particularly related to aspects of a project such as general "safety" that are not elements of the environment required to be evaluated. So although SDOT designs all facilities to operate safely and that is a primary goal of the project, SEPA does not demand that result. Moreover, SEPA encourages the preparation of an EIS at the earliest possible point in the planning and decision-making process, when the principal features of a proposal and its environmental impacts can be reasonably identified. See WAC 197-11-055. The FEIS appropriately discloses all the relevant potential impacts and mitigation measures; a final design is not required.

Furthermore, the design of the Shilshole South Alternative has been refined since the design that was considered in the appeal referred to in the comment. Although the alignment used for this alternative is generally the same, design treatments envisioned do not generally include Jersey barriers, and additional design options have been developed for driveway and intersection treatments, such as mountable curbs to allow for truck wheel swing.

The Final EIS includes a number of potential design treatments that could be considered during final design, including barriers, fencing, buffers, or pavement markings. A detailed sight distance and AutoTURN analysis would be completed for individual driveways during final design; several driveways were evaluated during the FEIS to provide information on driveway widths (see Appendix A of the FEIS).

The comments listed do not specify what situations are not adequately addressed in the designs presented in the DEIS so it is not possible to respond with any greater detail.

09 - 060 Please see the responses to comment 09-013.

Messrs. Kuby and Mazona
August 1, 2016
Hearing Examiner Order
Burke-Gilman Trail Missing Link Project – Draft Environmental Impact Statement (June 2016)
Comment Matrix

Alternative	EIS Statement	Comment No.
Alternative Every Alternative	The Draft EIS does not offer any specific design planning regarding this Alternative. Design concepts referenced in the Draft EIS are only for reference and not included in an actual design for this segment. Page ESI-16	CM NO. 09: SDOT has not sufficiently planned or designed this proposed Alternative to determine whether there would be impacts in certain situations. Absent additional design information, it is not possible to answer this question. Again, the DEIS does not comply with the HE's Order. CM NO. 10: SDOT has not sufficiently planned or designed any of the Build Alternatives to determine whether there would be significant adverse impacts. SDOT is essentially asking the public to trust its internal decision-making to reach the right outcome, which, according to Judge Rogers, defeats the entire policy of review under SEPA.
All Build Alternatives	"Following publication of the FEIS, SDOT will make a final decision regarding the alternative to be constructed, mitigation measures to be incorporated into the project, and identifying funding sources."	CM NO. 11: SDOT stated it would take approximately 1 year to design the selected Alternative and until it does there is insufficient data to determine SEPA impacts and mitigation and until it does there is insufficient data to determine SEPA impacts and mitigation and until it does there is insufficient data to determine SEPA impacts and mitigation.
All Build Alternatives	The EIS does not address whether SDOT has progressed the level of design detail for each Alternative.	CM NO. 12: It appears SDOT essentially froze the design for this proposed Alternative from the level of design at the DNS stage, which was determined to be inadequate.
Shilshole South Alternative	The EIS does not address whether SDOT has progressed the level of design detail for this Alternative.	CM NO. 13: The Alternative is not designed, and this is not at a design level even close to between 20 and 30 percent. The DEIS analysis is inadequate.
Shilshole North Alternative	The EIS does not address whether SDOT has progressed the level of design detail for this Alternative.	CM NO. 14: The Alternative is not designed, and this is not at a design level even close to between 20 and 30 percent. The DEIS analysis is inadequate.
Ballard Avenue Alternative	The EIS does not address whether SDOT has progressed the level of design detail for this Alternative.	CM NO. 15: The Alternative is not designed, and this is not at a design level even close to between 20 and 30 percent. The DEIS analysis is inadequate.
Every Alternative	The EIS does not address whether SDOT has progressed the level of design detail for this Alternative.	CM NO. 16: None of the Build Alternatives are sufficiently designed to a point where the respective location has been specified. Moreover, SDOT did not interview business owner/operator to determine which vehicles enter and exit each property along the alternative routes, and determine whether they would do so safely. The DEIS is inadequate.
All Build Alternatives	Page 1-19 (emph. added): "Curb radii may be modified to accommodate the turning requirements for different vehicles. Different intersections may have different types of vehicles that typically use the street, including passenger vehicles, single unit trucks (delivery-style trucks), buses, emergency vehicles, or semi-trucks. <i>Appropriate curb radii would be chosen to accommodate the differing vehicles and roadway geometry at each location.</i> "Curb extensions or curb bulbs may be used at intersections where parallel parking and bus stops are located along the streets."	
Alternative Every Alternative	The HE Order stated: "The trail would be designed with a 13-1/2 foot travel lane, and would sit an elevation 2-1/2 inches above the traveled right-of-way, essentially providing a 2-1/2 inch high curb. This is lower than the standard City six-inch high curb. The proposed curb height was chosen by SDOT because of accessibility concerns." See Exhibit A, HE Order, Page 3, Item 8.	

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09 - 061 Please see the response to comment 09-013.

09 - 062 It is not necessary or required for design to be at 20% in order to understand the potential for significant impacts from the alternatives. All roadway cross sections, traffic channelization, driveways, and intersections can be identified, typical uses of driveways and intersections can be evaluated, and the potential impacts of placing a trail in the context of those roadways, intersections, and driveways can be assessed. The EIS does so and provides a worst case assessment of impacts, identifying potential conflicts between trail users and vehicles. In addition, the EIS identifies means of reducing potential conflicts, providing decision-makers with an appropriate understanding of both the potential severity of the impacts and with an array of options to address them under any of the alternatives, as contemplated by SEPA.

Messrs. Kuby and Mazona
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Comment Matrix
EIS Statement

Alternative	Comment No.	Comment Text
Shikhole South Alternative	CM NO. 17:	In preparing this Build Alternative, is no more planned than it was at the DNS stage of the planning process. SDOT's analysis remains incomplete and inadequate.
	CM NO. 18:	Based on the information provided in this Draft EIS, this Alternative it is not sufficiently designed to a point where comprehensive design information is available. All suggestions are merely examples of design options available to SDOT. SDOT's analysis remains incomplete and inadequate.
	CM NO. 19:	Based on the information provided in this Draft EIS, this Alternative it is not sufficiently designed to a point where comprehensive design information is available. All suggestions are merely examples of design options available to SDOT. SDOT's analysis remains incomplete and inadequate.
	CM NO. 20:	Based on the information provided in this Draft EIS, this Alternative it is not sufficiently designed to a point where comprehensive design information is available. All suggestions are merely examples of design options available to SDOT. SDOT's analysis remains incomplete and inadequate.
	CM NO. 21:	It appears that the design of this proposed segment of the trail has not changed since the planning process. In order of removing the need for crossing driveways, which is the most important, the design of the trail at the intersections, which is one every 144 feet, SDOT needs to provide factually correct information in the Draft EIS.
Shikhole North Alternative	Page 1-4:	"The trail width would vary somewhat throughout this corridor due to existing conditions and constraints, but would generally be between 8 and 12 feet wide." Page 7-27: "This facility would be 8 to 12 feet wide with a 1'- to 6-foot buffer on each side of the trail between the roadway and adjacent properties." Figure 1-3 suggests the travel lane would range from 10 to 12 feet wide. Figure 1-4 suggests the travel lane would range depending on location on this segment, but would generally be between 10 and 13 feet wide, the one section of travel lane would be 11-19 feet wide at the NW 46 St Section.
	Shikhole Avenue Alternative	Figure 1-5 suggests the travel lane would range depending on location but would generally range between 10 and 12 feet wide, with one section extending 10 – 13 feet wide at 28th Ave NW. Page 7-37: "This facility would be 12 feet wide with a 4- to 5-foot buffer between the roadway and the trail. A block-long section of trail between NW Ballard Way and NW 46th St would be 20 feet wide. A sidewalk 6 to 10 feet wide would be provided between the trail and adjacent properties." Figure 1-6 suggests the travel lane would vary depending on the location but would generally range between 10 and 12 feet wide, with the section at Market Street extending 10 to 11 feet wide and the section NW 54th St extending between 10 and 13 feet wide. Page 7-42: "The Leary Alternative would provide a dedicated nonmotorized facility for the entire length of the study area. This facility would be 12 feet wide with a 3- to 13-foot buffer between the trail and adjacent properties. A sidewalk 6 to 10 feet wide would be provided between the trail and adjacent properties."
Leary Alternative	Page 5-16: "The routes would cross four unsignalized intersections. Although this route would run through fewer intersections (both signalized and unsignalized) than the Ballard Avenue and Leary Alternatives, it would pass 41 driveways and loading docks." Figure 1-2 depicts the proposed Shikhole South Alternative and shows 16 driveways located along the proposed trail between 17th Ave NW and Vernon Place.	
Shikhole South Alternative	The HE Order stated: "Sixteen driveways are shown in the plan with proposed widths at the property line." See Exhibit A, HE Order, Page 3, Item 9	

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09 - 063 Regarding the relevance of the Hearing Examiner decision to the scope of this EIS, see response to Comment 9-013.

Safety is an important component of the project. SDOT has been following applicable design guidance during the development of this trail including City of Seattle codes, and AASHTO and NACTO guidelines. Roadway modifications, intersection treatments, driveway design, and parking lot changes that could be incorporated in the final design phase of the project to provide separation and address safety, access, nonmotorized users, and vehicle types are described in Section 1.7.1, Roadway Design and Safety Considerations. The design of the alternatives is to a sufficient level to inform decision-makers by describing and identifying locations where there could be impacts. It is not necessary to identify the height of every curb in order to understand the potential impacts of the alternatives.

Additional information, including interview notes with businesses and vehicle classification at driveways, is included in the Final EIS and the Transportation Discipline Report (Technical Appendix B of the FEIS, Volume 3).

SDOT has committed to working with adjacent business and property owners, key stakeholders, and the general public throughout the design process.

The comments listed do not specify what situations are not adequately addressed in the designs presented in the DEIS so it is not possible to respond with any greater detail.

09 - 064 See Response to Comments 09-017 and 09-063.

Trail width can vary. The comments do not identify any specific issues with varying trail width, so it is not possible to respond with any greater detail.

Messrs. Kuby and Mazona August 1, 2016		Burke-Gilman Trail Missing Link Project – Draft Environmental Impact Statement (June 2016)	
Hearing Examiner Order	Alternative	EIS Statement	Comment No.
	Shiloh North Alternative	Page 5-17: "Impacts would be similar to the Shiloh South Alternative but the route would run through 10 additional intersections."	CM NO. 22: The Alternative crosses the most driveways, approximately 58 driveways. Actual design information regarding SDOT's plan regarding driveway widths at specific locations is not available. Again, SDOT's analysis is incomplete and inadequate.
	Ballard Alternative	Page 5-19: "The Ballard Avenue Alternative would cross approximately 42 driveways and loading docks, and the route would cross 16 intersections"	CM NO. 23: Information regarding SDOT's plan regarding driveway widths at specific locations is not available. Again, SDOT's analysis is incomplete and inadequate.
	Leary Alternative	Page 5-19: "The Leary Alternative would cross 33 driveways and loading docks, fewer than the other alternatives. However, the Leary Alternative would also cross 13 intersections."	CM NO. 24: The Alternative crosses the fewest driveways and loading docks, however actual design information regarding SDOT's plan regarding driveway widths at specific locations is not available. Again, SDOT's analysis is incomplete and inadequate.
	All Build Alternatives	Page 1-20: "In some locations, barriers, fences, or buffers could be used to separate nonmotorized trail users from moving vehicular traffic, or the railroad. Figures 1-7 through 1-11 illustrate various buffer possibilities, such as vegetation buffers." All figures contain the following note in the upper right corner: "Examples shown are concepts that could be incorporated. Details for specific locations will be determined during the final design phase."	CM NO. 25: All examples of fencing and barriers shown in the Draft EIS are for illustration only as potential options SDOT could use at later design stages for All Build Alternatives. As the Hearing Examiner stated, "SDOT has not sufficiently planned the project in order to be able to consider whether these would be impacts in certain...situations...". The DEIS is inadequate and must be withdrawn.
	Shiloh South Alternative	The Draft EIS does not include the conceptual trail layout or renderings of fencing and barriers along the trail. Figures 1-7 through 1-11 show possibilities. All figures contain the following note in the upper right corner: "Examples shown are concepts that could be incorporated. Details for specific locations will be determined during the final design phase."	CM NO. 26: It does not appear that SDOT designed or planned this proposal. Alternative any further than it previously designed in the DNS stage. As the Hearing Examiner stated, "SDOT has not sufficiently planned the project in order to be able to consider whether there would be impacts in certain...situations...". The DEIS is inadequate and must be withdrawn.
	Shiloh North Alternative	The Draft EIS does not include an actual design of this proposal. Alternative showing how it would look after the project is completed. All figures contain the following note in the upper right corner: "Examples shown are concepts that could be incorporated. Details for specific locations will be determined during the final design phase."	CM NO. 27: SDOT has not sufficiently planned this proposal. Alternative to even be able to consider whether there would be impacts in certain situations. The DEIS is inadequate and must be withdrawn.

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09 - 065 The number of driveways and intersections crossed by each alternative has been updated in Chapters 5 and 7 of the FEIS. The EIS acknowledges that any driveway or intersection would present potential conflicts between trail users and vehicles. All driveways are depicted. Driveways with uniquely challenging issues, such as unusual geometry, high volume of large trucks, or other features, are listed in Appendix B of the Transportation Discipline Report (Technical Appendix B, Volume 3).

It is not necessary to have final design for all intersections and driveways in order to identify probable significant impacts.

The comment does not identify any specific impacts that were missing from the analysis in the DEIS, so it is not possible to respond in greater detail.

09 - 066 Regarding the relevance of the Hearing Examiner decision to the scope of this EIS, see response to Comment 9-013.

The DEIS identifies the alignment for all alternatives, including all street intersections. Potential impacts that could occur with or without fences, barriers, or buffers are identified, with additional information provided in the FEIS Section 7.3. Approximate locations and width of buffers are included in all designs in the DEIS, and for the Preferred Alternative in the FEIS. Fences and barriers could be used to reduce potential hazards for trail users and would be avoided in instances where they would pose a conflict or traffic hazard.

The comments do not identify any locations where fencing, barriers, or buffers are likely to cause significant adverse impacts, so it is not clear in what way the DEIS is considered inadequate.

Messrs. Kuby and Mazonia
August 1, 2016

Comment Matrix
Burke-Gilman Trail Missing Link Project – Draft Environmental Impact Statement (June 2016)

Hearing Examiner Order	Alternative	EIS Statement	Comment No.
	<p>All Build Alternatives</p> <p>The Draft EIS does not include an actual design of this proposed Alternative showing how it would look after the projects is completed.</p> <p>Figures 1-7 through 1-11 show possibilities.</p> <p>All figures contain the following note in the upper right corner: "Examples shown are concepts that could be incorporated. Details for specific locations will be determined during the final design phase."</p>	<p>CM NO. 28:</p> <p>The Draft EIS does not sufficiently planned this proposed Alternative to even be able to consider which concepts would be used in which location, whether there would be impacts in certain locations, and whether there would be impacts in certain situations. The DEIS is inadequate and must be withdrawn.</p>	
	<p>Leary Alternative</p> <p>The Draft EIS does not include an actual design of this proposed Alternative showing how it would look after the projects is completed.</p> <p>Figures 1-7 through 1-11 show possibilities.</p> <p>All figures contain the following note in the upper right corner: "Examples shown are concepts that could be incorporated. Details for specific locations will be determined during the final design phase."</p>	<p>CM NO. 29:</p> <p>The Draft EIS does not sufficiently planned this proposed Alternative to even be able to consider which concepts would be used in which location, whether there would be impacts in certain locations, and whether there would be impacts in certain situations. The DEIS is inadequate and must be withdrawn.</p>	
<p>The HE Order stated:</p> <p>"The fencing and barriers are intended to define the driveways, control track movements, particularly truck movements across the trail, provide security for vulnerable trail users, and more predictability for vehicle traffic. The fence and barriers are intended to be consistent with WSOT standards and SDOT standards that the locations will allow for required sight distances from the driveways."</p> <p>See Exhibit A, HE Order, Page 3, Item 13.</p>	<p>All Build Alternatives</p> <p>The Draft EIS discusses the following features, among others, as common to All Build Alternatives:</p> <p>Page 1-19 (emph. added):</p> <p>"Sight lines are important for safety and <i>would</i> be considered throughout the corridor."</p> <p>Page 1-20:</p> <p>"In some locations, barriers, fences, or buffers could be used to separate nonmotorized trail users from moving vehicular traffic on the roadway." These features are accompanied by the following note: "Examples shown are concepts that could be incorporated. Details for specific locations will be determined during the final design phase."</p>	<p>CM NO. 30:</p> <p>There is no actual design information included for the new proposed segments. The DEIS does not include an actual design of this proposed Alternative to even be able to consider which concepts would be used in which location, whether there would be impacts in certain locations, and whether there would be impacts in certain situations. The DEIS is inadequate and must be withdrawn.</p>	

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09 - 067 See Response to Comment 09-065.

Section 7.3 of the Draft and Final EIS describes impacts associated with the trail, including the number of driveway crossings under each Alternative, sight distance concerns, and safety concerns. Safety features used to reduce conflicts between trail users and vehicles at driveway crossings could include pavement markings, raised crosswalks, barriers, fencing, or buffers, and are described in Section 1.7.1 of both the Draft and Final EIS. Specific treatments to address driveway crossings with the trail as well as potential sight distance concerns will be considered at individual locations during final design.

The methodology published by Chicagoland Bicycle Federation in 1997 was not used to determine impacts for nonmotorized users. Please see Chapter 3 of Technical Appendix B (Volume 3) for a description of the methodology used to determine impacts.

Also, refer to the responses to Comments 09-017, and 09-063.

Messrs. Kibly and Mazona
August 1, 2016

Comment Matrix
Burke-Gilman Trail Missing Link Project – Draft Environmental Impact Statement (June 2016)

Hearing Examiner Order	Alternative	EIS Statement	Comment No.
Hearing Examiner Order August 1, 2016	Shilshole Avenue South Alternative	<p>Page ES-11</p> <p>"Has the fewest driveways with sight distance concerns."</p> <p>Page 7-31 - 7-32(emph. added):</p> <p>"... there would be sight distance concerns for exiting vehicles at up to eight driveways on the south side of Shilshole Ave NW between 20th Ave NW and 11th Ave NW where buildings are constructed up to the property lines. Buildings and structures adjacent to the trail could reduce sight distance and create safety concerns. The final design would include safety features to reduce conflicts between trail users and vehicles. The placement of the trail could also be moved to locations farther from the property lines, but this would require additional relocation of the BTR tracks. <i>The final placement of the trail would be decided during final design. Where possible, signage, pavement markings, and advanced warning systems, would be used to improve safety. Trail users would have a buffer of 8 to 10 feet from the property lines. Under SMC 11.58.230, driveways along the Ballard Avenue Alternative would not be clearly distance concerns for vehicles entering driveways because trail crossings would be clearly marked with black lines of the trail. Driveways would be wide enough to safely accommodate industrial and commercial traffic."</i></p>	<p>CM NO. 31: The proposed Alternative has significant sight distance, hazard, and safety concerns in front of the Hearing Examiner, Ve Bishop, a professional engineer and traffic engineer, and the public. The proposed Alternative is not consistent with the Bicycle Federation in 1997, which is a numerical system of adding up driveways of different types and streets of different types and assigning a point system on a per mile basis.</p> <p>CM NO. 32: "So that's the points system. And so you add up the number of driveways and street crossings and convert that into a per mile of length rate. And the scale safety rating recommendation scale is if you come out with within one to eight points on this system, it's identified as low risk, use special care to treat intersections. If you come out with 9 to 16 points, it's identified as medium risk, use special care to treat intersections. And if it's greater than 16 points, it's identified as high risk, and path not recommended. So that's just the system that was developed and that I applied to these segments."</p> <p>"Well, the first one is the segment we're talking about is the Shilshole segment from 17th to Vernon Place. <i>That one comes out at 104.</i> The total points per mile comes out at 104."</p> <p>See Exhibit C, Transcript of Record, page 6-7, lines 18 – 25; lines 1 – 5; page 17, lines 10 – 21; page 18, lines 15-18. True and correct copies of these pages are attached as Exhibit C.</p> <p>CM NO. 33: SDOT has again failed to provide sufficient design and mitigation information for decision makers and the public to evaluate the potentially significant adverse traffic impacts associated with this Alternative, and instead is asking everyone to just "trust SDOT." This violates the Hearing Examiner's and Judge Roger's Orders. The DEIS is inadequate and must be withdrawn.</p>

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Messrs. Kibly and Mazona
August 1, 2016

Comment Matrix
Burke-Gilman Trail Missing Link Project – Draft Environmental Impact Statement (June 2016)

Hearing Examiner Order	Alternative	EIS Statement	Comment No.
Hearing Examiner Order August 1, 2016	Shilshole Avenue South Alternative	<p>Page ES-11</p> <p>"Has the most driveways with sight distance concerns."</p> <p>Page 7-36 (emph. added)</p> <p>"... there would be sight distance concerns for exiting vehicles at approximately eight driveways on NW Market St, approximately 16 driveways on Shilshole Ave NW and approximately four driveways on NW 46th St where buildings are constructed up to the property lines....sidewalks would be provided between the properties and the trail, which would improve safety. Trail users would have a buffer of 5 to 12 feet from the property lines. Under SMC 11.58.230, driveways along the Ballard Avenue Alternative would not be clearly distance concerns for vehicles entering driveways because trail crossings would be clearly marked with black lines of the trail. Driveways would be wide enough to safely accommodate commercial traffic."</p> <p>Page 7-41:</p> <p>"Where possible, signage, pavement markings, and advanced warning systems, among other safety enhancements, would be used to improve safety. Trail users would have a buffer of 8 to 10 feet from the property lines. Under SMC 11.58.230, driveways along the Ballard Avenue Alternative would not be clearly distance concerns for vehicles entering driveways because trail crossings would be clearly marked with black lines of the trail. Driveways would be wide enough to safely accommodate commercial traffic."</p> <p>Page 7-41:</p> <p>"There would be no sight distance concerns for vehicles entering driveways because trail crossings would be clearly marked with black lines of the trail. Driveways would be wide enough to safely accommodate commercial traffic."</p> <p>Page 7-41 (emph. added):</p> <p>"The final trail design would include safety features to reduce conflicts between trail users and vehicles. Where possible, signage, pavement markings, and advanced warning systems, among other safety enhancements, would be used to improve safety. Trail users would have a buffer of 8 to 10 feet from the property lines. Under SMC 11.58.230, driveways along the Ballard Avenue Alternative would not be clearly distance concerns for vehicles entering driveways because trail crossings would be clearly marked with black lines of the trail. Driveways would be wide enough to safely accommodate commercial traffic."</p>	<p>CM NO. 34: The proposed Alternative has significant sight distance, hazard, and safety concerns in front of the Hearing Examiner, Ve Bishop, a professional engineer and traffic engineer, and the public. The proposed Alternative is not consistent with the Bicycle Federation in 1997, which is a numerical system of adding up driveways of different types and streets of different types and assigning a point system on a per mile basis.</p> <p>CM NO. 35: SDOT has again failed to provide sufficient design and mitigation information for decision makers and the public to evaluate the potentially significant adverse traffic impacts associated with this Alternative, and instead is asking everyone to just "trust SDOT." This violates the Hearing Examiner's and Judge Roger's Orders. SDOT cannot rely on conclusory statements that the trail will operate safely. The DEIS is inadequate and must be withdrawn.</p> <p>CM NO. 36: It appears that SDOT has not sufficiently designed this proposed segment to determine whether there would be any sight distance concerns. It does not know which features or markings it would potentially use in which uncertain locations along the proposed segment.</p> <p>CM NO. 37: SDOT has again failed to provide sufficient design and mitigation information for decision makers and the public to evaluate the potentially significant adverse traffic impacts associated with this Alternative, and instead is asking everyone to just "trust SDOT." This violates the Hearing Examiner's and Judge Roger's Orders. SDOT cannot rely on conclusory statements that the trail will operate safely. The DEIS is inadequate and must be withdrawn.</p> <p>CM NO. 38: SDOT has not sufficiently designed this proposed Alternative to know which features or markings it would potentially use in which uncertain locations along the proposed segment to reduce conflicts between trail users and vehicles.</p> <p>CM NO. 39: SDOT has again failed to provide sufficient design and mitigation information for decision makers and the public to evaluate the potentially significant adverse traffic impacts associated with this Alternative, and instead is asking everyone to just "trust SDOT." This violates the Hearing Examiner's and Judge Roger's Orders. SDOT cannot rely on conclusory statements that the trail will operate safely. The DEIS is inadequate and must be withdrawn.</p> <p>CM NO. 40: SDOT must provide engineering analysis to prove there will be sufficient sight</p>
	Ballard Avenue Alternative	<p>Page 7-41:</p> <p>"Where possible, signage, pavement markings, and advanced warning systems, among other safety enhancements, would be used to improve safety. Trail users would have a buffer of 8 to 10 feet from the property lines. Under SMC 11.58.230, driveways along the Ballard Avenue Alternative would not be clearly distance concerns for vehicles entering driveways because trail crossings would be clearly marked with black lines of the trail. Driveways would be wide enough to safely accommodate commercial traffic."</p> <p>Page 7-41:</p> <p>"There would be no sight distance concerns for vehicles entering driveways because trail crossings would be clearly marked with black lines of the trail. Driveways would be wide enough to safely accommodate commercial traffic."</p> <p>Page 7-41 (emph. added):</p> <p>"The final trail design would include safety features to reduce conflicts between trail users and vehicles. Where possible, signage, pavement markings, and advanced warning systems, among other safety enhancements, would be used to improve safety. Trail users would have a buffer of 8 to 10 feet from the property lines. Under SMC 11.58.230, driveways along the Ballard Avenue Alternative would not be clearly distance concerns for vehicles entering driveways because trail crossings would be clearly marked with black lines of the trail. Driveways would be wide enough to safely accommodate commercial traffic."</p>	<p>CM NO. 34: The proposed Alternative has significant sight distance, hazard, and safety concerns in front of the Hearing Examiner, Ve Bishop, a professional engineer and traffic engineer, and the public. The proposed Alternative is not consistent with the Bicycle Federation in 1997, which is a numerical system of adding up driveways of different types and streets of different types and assigning a point system on a per mile basis.</p> <p>CM NO. 35: SDOT has again failed to provide sufficient design and mitigation information for decision makers and the public to evaluate the potentially significant adverse traffic impacts associated with this Alternative, and instead is asking everyone to just "trust SDOT." This violates the Hearing Examiner's and Judge Roger's Orders. SDOT cannot rely on conclusory statements that the trail will operate safely. The DEIS is inadequate and must be withdrawn.</p> <p>CM NO. 36: It appears that SDOT has not sufficiently designed this proposed segment to determine whether there would be any sight distance concerns. It does not know which features or markings it would potentially use in which uncertain locations along the proposed segment.</p> <p>CM NO. 37: SDOT has again failed to provide sufficient design and mitigation information for decision makers and the public to evaluate the potentially significant adverse traffic impacts associated with this Alternative, and instead is asking everyone to just "trust SDOT." This violates the Hearing Examiner's and Judge Roger's Orders. SDOT cannot rely on conclusory statements that the trail will operate safely. The DEIS is inadequate and must be withdrawn.</p> <p>CM NO. 38: SDOT has not sufficiently designed this proposed Alternative to know which features or markings it would potentially use in which uncertain locations along the proposed segment to reduce conflicts between trail users and vehicles.</p> <p>CM NO. 39: SDOT has again failed to provide sufficient design and mitigation information for decision makers and the public to evaluate the potentially significant adverse traffic impacts associated with this Alternative, and instead is asking everyone to just "trust SDOT." This violates the Hearing Examiner's and Judge Roger's Orders. SDOT cannot rely on conclusory statements that the trail will operate safely. The DEIS is inadequate and must be withdrawn.</p> <p>CM NO. 40: SDOT must provide engineering analysis to prove there will be sufficient sight</p>

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Messrs. Kirby and Mazona August 1, 2016 Hearing Examiner Order		Burke-Gilman Trail Missing Link Project – Draft Environmental Impact Statement (June 2016) Comment Matrix	
Alternative	EIS Statement	Comment No.	distances that comply with WSDOT and AASHTO design guidelines.
<p>The HE Order stated:</p> <p>"To decide on the conceptual trail layout, SVR engineer Dave Rogers had his firm run auto turn analyses to see if the proposed driveways could accommodate the turning movements of large trucks (...)</p> <p>Mr. Rogers did not run the auto turn analysis for all vehicles which currently access the businesses along the Shiloh Segment."</p> <p>See Exhibit A, HE Order, Page 3 - 4, Item 14.</p>	<p>Page 1-26 (emph. added):</p> <p>"Driveways that cross or intersect with the multi-use trail would also be evaluated for possible design changes following selection of a preferred alternative. Design changes could include... curb bulbs, pavement markings, and restricted parking. Driveways and loading docks could be reconfigured so that parked vehicles would not block the trail. Some driveways may be eliminated, relocated, or consolidated in the case of multiple driveways at a single property."</p> <p>Page 7-13:</p> <p>"Turning movement counts collected in April 2014 and September 2015 at study area intersections also recorded pedestrian and bicycle movements during the PM peak hour." According to the references for Chapter 7 of the Draft EIS, SDOT collected turning movement data for the Missing Link of the Burke Gilman Trail in April and September 2014</p> <p>Transportation Discipline Remark:</p> <p>Page 3-6 ("emph. added):</p> <p>"Although it is not feasible to analyze impacts on operations at all driveways along the Build Alternatives, <i>analysis selected a sampling of Driveways in the study area that would be analyzed</i>."</p> <p>"An auto-turn analysis, a vehicle sweep path software that analyzes the ability of large trucks to maneuver driveway and roadway configurations, was also completed to determine if the design of the Build Alternatives would affect freight access to businesses in the study area. The freight analysis was completed for the study area, and the potential for freight travel delay related to alternatives in the study area."</p>	<p>CM NO. 41:</p> <p>SDOT has no actual plans or proposed design that is fully sufficient to determine whether the proposed driveways could accommodate the driveways located adjacent to each Alternative.</p> <p>CM NO. 42:</p> <p>The auto-turn analysis, SDOT conducted was not included in the Draft EIS and it is unclear whether SDOT conducted the auto-turn analysis for all Alternatives and potential combinations and for all proposed driveways, loading docks, and intersections located adjacent to each Alternative.</p> <p>CM NO. 43:</p> <p>SDOT needs to:</p> <ol style="list-style-type: none"> 1) Determine which vehicles use each driveway; and 2) Provide an Auto-Turn analysis so decisionmakers and the public can determine whether an Alternative will operate safely. 	

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09 - 068 Please see response to comment 09-015. Section 1.7.1, Roadway Design and Safety Considerations describes the potential interaction between different types of users and design treatments, such as barriers and buffers. A sample of driveways provides a range of the potential impacts, and individual evaluations of specific driveways is not required for SEPA.

There is flexibility in the widths of the driveway aprons that can be provided to allow motor vehicles to cross the trail to access businesses and private property. SDOT will coordinate with individual property and business owners throughout the design process to make sure that industrial and commercial traffic will be accommodated. The Final EIS analysis discloses where impacts could occur to driveway access and operations, which are summarized in Chapter 7 of the Final EIS and Section 5 of the Technical Appendix B, and includes mitigation measures to address impacts.

Messrs. Kibly and Mazzola
August 1, 2016

Burke-Gilman Trail Missing Link Project – Draft Environmental Impact Statement (June 2016)

Hearing Examinee Order	Alternative Schedule North Alternative	EIS Statement	Comment No.
	<p>Transportation Discipline Report: Page 3-6:</p> <p>"Although it is not feasible to analyze impacts on operations at all driveways along the Build Alternative, analysts selected a sampling of driveways in the study area that would be representative of all driveways. Analysts evaluated driveways that have a range of traffic volumes and that also represent industrial and commercial driveways in order to provide a range of typical impacts that could be experienced by all driveways in the study area."</p> <p>According to Table 4-3, SDOT did not collect data from driveways located along this proposed Alternative which are used by including Hatton Marine and Ballard Oil, Ballard Transfer, Lieb Marine, Pacific Fishermans, Snow and Co., Grouther Boat Repair, Pipes Marine Repair, Stubbert Shipyard, McGuinness Marine, Cher Marine, Sea and Shore Construction, and Jacobson Marine Terminal.</p>	<p>CM NO. 43: SDOT did not conduct a comprehensive auto-turn analysis on all the driveways located adjacent to this Alternative to determine whether vehicles that service the business located along this proposed Alternative could complete turning movements without violating traffic rules.</p> <p>CM NO. 45: Vic Bishop conducted a comprehensive auto-turn analysis of all driveways located between 1st Ave NW and Venon Place. Mr. Bishop's analysis showed that trucks at all the driveways between driveway 1 and driveway 10 on this sheet point two. And from that basis, I have identified that none of those—at none of those driveways can that truck get in or out by using the specific width of the driveway that's provided with the exception— well, none of those driveways.</p> <p>See Exhibit C, Transcript of Record, page 31, lines 16 – 24. A copy of this page is attached as Exhibit C.</p> <p>CM NO. 46: Further, Mr. Bishop determined that there are conflicts and hazards located along the driveways of Simpson Marina, Salmon Bay Sand and Gravel, Cowich-Williams, Canal Cove Marina, Street End Salmon Bay Cafe, Saginaw Marine, Street End Hatton Marine, Hatton Marine, Ballard Mill Marina, and CSR Marine.</p> <p>A true and correct copy of the tables Mr. Bishop developed detailing these hazardous are attached as Exhibit D.</p> <p>CM NO. 47: Until SDOT determines which vehicles actually use each driveway and conducts and Auto-Turn analysis with that information, as Mr. Bishop said, the DEIS will remain inadequate.</p> <p>CM NO. 48: SDOT should consider a comprehensive auto-turn analysis on all the driveways located adjacent to this Alternative to determine whether vehicles that service the business located along this proposed Alternative could complete turning movements without violating traffic rules. Without that information, the DEIS is inadequate.</p>	
	<p>Transportation Discipline Report: Page 3-6:</p> <p>"Although it is not feasible to analyze impacts on operations at all driveways along the Build Alternative, analysts selected a sampling of driveways in the study area that would be representative of all driveways. Analysts evaluated driveways that have a range of traffic volumes and that also represent industrial and commercial driveways in order to provide a range of typical impacts that could be experienced by all driveways in the study area."</p>		

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August 1, 2016
Hearing Examiner Order
Burke-Gilman Trail Missing Link Project – Draft Environmental Impact Statement (June 2016)
Comment Matrix

Hearing Examiner Order	Alternative	Transportation Discipline Report	EIS Statement	Comment No.
890-60	Ballard Avenue Alternative	Page 3-6: Although it is not feasible to analyze impacts on operations at all driveways along the Build Alternative, analysts selected a sampling of driveways that have a range of traffic volumes and that also represent industrial and commercial driveways in order to provide a range of typical impacts that could be experienced by all driveways in the study area.”	CM NO. 49: SDOT did not conduct a comprehensive auto-tum analysis on all the driveways located adjacent to this Alternative to determine whether vehicles that service the business located along this proposed Alternative could complete turning movements without violating traffic rules. Without that information, the DEIS is inadequate.	
890-60	Leary Alternative	Page 3-6: “Although it is not feasible to analyze impacts on operations at all driveways along the Build Alternative, analysts selected a sampling of driveways in the study area that would be representative of all driveways. Analysts evaluated driveways that have a range of traffic volumes and that also represent industrial and commercial driveways in order to provide a range of typical impacts that could be experienced by all driveways in the study area.”	CM NO. 50: SDOT did not conduct a comprehensive auto-tum analysis on all the driveways located adjacent to this Alternative to determine whether vehicles that service the business located along this proposed Alternative could complete turning movements without violating traffic rules. Without that information, the DEIS is inadequate.	
890-60	Shilshole South Alternative	Page 7-49: “In coordination with businesses, driveways could also be combined into fewer access points to reduce the number of conflict locations. However, the final design of the trail would include safety features to reduce conflicts between trail users and vehicles.”	CM NO. 51: SDOT failed to interview any representatives of other businesses located along this segment, and thus, has no information or understanding of actual business operations or vehicle movements related thereto. The DEIS is inadequate and must be withdrawn.	

The HE Order stated:
“Neither Mr. Rogers nor anyone at SDOT re-interviewed representatives of the other businesses along the Shilshole Segment before the DNS was issued.
See HE Order, Page 4, Item 15.

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09 - 069 Phone interviews were conducted with property owners along the Preferred, Shilshole South, and Shilshole North Alternatives as part of the Final EIS to provide additional information on driveway operations. Information about vehicle movements (backing into/out of driveways); busy times of the day, week, and year; and vehicle types was collected during the interviews. Results of the interviews were incorporated into Section 4.2.2.3 of Technical Appendix B (Volume 3) and Section 7.2.3 of the Final EIS. Interview notes are included in Appendix B of the Transportation Discipline Report (Volume 3). Additionally, SDOT will continue to coordinate with the stakeholder group and adjacent property owners as the design process continues.

For information on how the Build Alternatives would impact property access and driveways, see Chapter 5 of Technical Appendix B (Volume 3) and Chapter 7 of the Final EIS.

Messrs. Kibly and Mazzola
August 1, 2016

Comment Matrix
Burke-Gilman Trail Missing Link Project – Draft Environmental Impact Statement (June 2016)

Hearing Examinee Order	Alternative	EIS Statement	Comment No.
	Skidmore North Alternative	<p>SDOT did not conduct any interviews with any business owners or operators located adjacent to the proposed Alternative.</p> <p>Page 7-50 (emph. added):</p> <p>"Up to six access points to businesses along NW 54th St/Market St/NW, Shilohside Ave NW, and NW 46th St could be reoriented to improve safety and operations along the Missing Link. To mitigate this impact, <i>SDOT could coordinate with affected businesses to reorient their access points to the access driveways or possibly to the ends of the blocks. This could result in different access locations, but overall access to properties would continue to be provided. If access to businesses could not be reoriented, SDOT could provide relocation assistance to affected property owners.</i>"</p>	<p>CM NO. 42:</p> <p>Again, it appears that SDOT failed to interview any representatives of businesses located along this Alternative. Instead, SDOT is making assumptions about the operations of the businesses located along the Leary Alternative and assuming these operations can be "reoriented" and if not businesses could be "relocated." Many of these businesses are water-dependent land use impacts. As the Court stated in <i>Peyerhazewer v. Pierce Co.</i>, 124 Wn. 2d 26, 33 and 38 (1994), "...there is no question but that the accuracy and truthfulness of the information in the EIS is of paramount importance to the ultimate approval or disapproval of the [Project]..." And that an EIS must contain a "reasonable thorough discussion of the significant aspects of the probable environmental consequences of the agency's decision." Here, SDOT's SEPA analysis is grossly inadequate and the DEIS must be withdrawn because the decision-makers were not given sufficient information to make an informed decision. Worse, SDOT seems to be suggesting it would displace businesses located along this Alternative; if access cannot be reoriented.</p>
	Ballard Avenue Alternative	<p>SDOT did not conduct any interviews with any business owners or operators located adjacent to the proposed Alternative.</p> <p>Page 7-51 ("emph. added):</p> <p>"Up to eight access points to businesses along NW 54th St, 28th Ave NW, NW 56th St, 27rd Ave NW, Ballard Ave NW/NW Ballard Way, NW 46th St, and 11th Ave NW could be reoriented to improve safety and operations along the Missing Link. To mitigate this impact, <i>SDOT could coordinate with affected businesses to reorient their access points to access driveways or possibly to the ends of the blocks. This could result in different access locations, but overall access to properties would continue to be provided.</i>"</p>	<p>CM NO. 43:</p> <p>Again, it appears that SDOT failed to interview any representatives of businesses located along this Alternative. Instead, SDOT is making assumptions about the operations of the businesses located along the Leary Alternative and assuming these operations can be "reoriented" and if not businesses could be "relocated." Many of these businesses are water-dependent land uses that cannot be "reoriented" or "relocated" without causing significant adverse land use impacts. As the Court stated in <i>Peyerhazewer v. Pierce Co.</i>, 124 Wn. 2d 26, 33 and 38 (1994), "...there is no question but that the accuracy and truthfulness of the information in the EIS is of paramount importance to the ultimate approval or disapproval of the [Project]..." And that an EIS must contain a "reasonable thorough discussion of the significant aspects of the probable environmental consequences of the agency's decision." Here, SDOT's SEPA analysis is grossly inadequate and the DEIS must be withdrawn because the decision-makers and the public lack sufficient information to make an informed decision. Worse, SDOT seems to be suggesting it would displace businesses located along this Alternative; if access cannot be reoriented.</p>
	Leary Alternative	<p>SDOT did not conduct any interviews with any business owners or operators located adjacent to the proposed Alternative.</p> <p>Page 7-52 (emph. added):</p> <p>"Up to three access points to businesses along NW 54th St/NW Market St, Leary Ave NW/NW Leary Way, and 11th Ave NW could be reoriented to improve safety and operations along the Missing Link. To mitigate this impact, <i>SDOT could coordinate with affected businesses to reorient their access points to the access driveways or possibly to the ends of the blocks. This could result in different access locations, but overall access to properties would continue to be provided.</i>"</p>	<p>CM NO. 44:</p> <p>Again, it appears that SDOT failed to interview any representatives of businesses located along this Alternative. Instead, SDOT is making assumptions about the operations of the businesses located along the Leary Alternative and assuming these operations can be "reoriented" and if not businesses could be "relocated." Many of these businesses are water-dependent land uses that cannot be "reoriented" or "relocated" without causing significant adverse land use impacts. As the Court stated in <i>Peyerhazewer v. Pierce Co.</i>, 124 Wn. 2d 26, 33 and 38 (1994), "...there is no question but that the accuracy and truthfulness of the information in the EIS is of paramount importance to the ultimate approval or disapproval of the [Project]..." And that an EIS must contain a "reasonable thorough discussion of the significant aspects of the probable environmental consequences of the agency's decision." Here, SDOT's SEPA analysis is grossly inadequate and the DEIS must be withdrawn because the decision-makers and the public lack sufficient information to make an informed decision. Worse, SDOT seems to be suggesting it would displace businesses located along this Alternative; if access cannot be reoriented.</p>

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Messrs. Kuby and Mazzola August 1, 2016 Hearing Examiner Order		Burke-Gilman Trail Missing Link Project – Draft Environmental Impact Statement (June 2016) Comment Matrix EIS Statement		Comment No.
Alternative	Comment	EIS Statement	Response	Comment No.
690-60	<p>The HE Order stated:</p> <p>"Currently, some of the large vehicles permitted with the currently permitted use of the street, which is not permitted by the traffic rules of the road, e.g., utilizing the Shilshole Avenue for stopping and waiting, or blocking the street with large vehicles while unloading."</p> <p>See Exhibit A, HE Order, Page 4, Item 19.</p>	<p>Page 7-25:</p> <p>"All alternatives would create driveways used for freight movement. Freight vehicles would be required to stop before the trail to check for pedestrians and bicyclists before entering the roadway. For driveways that were studied, this could result in zero to 25 seconds of additional delay, on average, above the No Build Alternative during the PM peak hour. Similar delays are expected for other driveways in the study area. With the anticipated volume of trail users, and the potential for delays to spread out, this delay would occur sporadically during the PM peak hour and all day."</p> <p>Page 7-29:</p> <p>"At driveways, freight vehicles could be delayed from zero to 11 seconds (on average)...this delay would not be considered a significant impact."</p> <p>Page 7-36:</p> <p>"Some businesses that currently use the City right-of-way to access parking or loading docks on their properties might need to relocate their access points to driveways or possibly to the ends of the blocks. The change in access would potentially change how private property owners use their property. Some businesses may not be able to access their businesses as they currently do and may have to restrict their business operations to accommodate freight by relocating loading docks or driveways."</p> <p>Page 7-36:</p> <p>"Vehicles would be required to stop for trail users at all driveway/trail intersections. However, after stopping before the trail, vehicles would continue forward over the trail and stop at the roadway. It is possible that vehicles blocking the trail would occasionally delay trail users at driveways. On average, trail users could have to wait between 15 to 25 seconds for a vehicle to clear the trail."</p>	<p>CM NO. 46: Additional analysis is required because of the different types (commercial/retail) of operations along this Alternative.</p> <p>CM NO. 36: SDOT did not take the ordinary practices of the businesses, for example, vehicles that use the Avenue for stopping and waiting or blocking the street with large vehicles while unloading, into account when determining the potential delay to non-motorized users, only the operation of the trail.</p> <p>CM NO. 37: SDOT's interview and business owners or to understand actual operation. SDOT's conclusory statements are grossly inadequate because they do not provide decision-makers a "reasonably thorough discussion of significant aspect of the probable environmental consequences" of SDOT's proposed Alternatives and thus, are not supported. <i>Kenneth Contr. Group/Inc. v. Clark County</i>, 83 Wn. App. 133, 140 (1996).</p>	
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09 - 070 Please see Chapter 7 of the Final EIS and Chapter 4 of Technical Appendix B (Volume 3) for updated information, including driveway operations and vehicle classification as developed from interviews with businesses and data collection completed in late 2016 and early 2017. A sample of representative driveways provides a range of potential impacts that could occur at driveways. SEPA requires the disclosure of impacts and does not demand a particular result. The Final EIS discloses potential impacts at driveways under each of the Build Alternatives in Chapter 5 of Technical Appendix B (Volume 3) and provides mitigation measures to address impacts. Please also see the responses to comment 09-069.

The Draft EIS and Final EIS, Chapter 7 disclose that some unpermitted operations, such as the use of public right-of-way for loading and unloading activities, would no longer be allowed under any of the Build Alternatives.

The driveways and loading zones along each of the alignments, including the Shilshole South Alternative, were identified and counted using design drawings and field work. The count included on page 7-27 of the Draft EIS only includes driveways and loading docks, and does not include intersections.

SDOT has committed to working with adjacent business and property owners and key stakeholders throughout the design process.

Messrs. Kirby and Mazona
August 1, 2016

Comment Matrix

Burke-Gilman Trail Missing Link Project – Draft Environmental Impact Statement (June 2016)

Hearing Examiner Order	Alternative	EIS Statement	Comment No.
Messrs. Kirby and Mazona August 1, 2016	Shiloh North Alternative	<p>Page 4-18. (emph. added)</p> <p>"[S]ome undesignated loading spaces may be removed or impacted, including driveways that cross the trail alignment where undesignated loading activities currently occur. Several commercial and industrial uses have high truck loading, unloading, and delivery activity at the site. The loss of these loading spaces could result in increased truck traffic and delay along the alignment, the loss of loading spaces and delays during loading and unloading activities could negatively impact industrial uses. Loading activities that occur within the trail alignment would need to be relocated or the business would need to otherwise adapt because the loss of these loading spaces could result in increased truck traffic and delay along the alignment and also could increase costs for businesses, but are not expected to cause significant impacts because businesses would likely adjust their practices around these areas."</p> <p>Page 7-26:</p> <p>"There are approximately 41 driveways and loading docks along the alignment. To the extent necessary, driveway access to all businesses would be reconstructed and provided in the same location as the existing driveway. Businesses would be required to have their driveways consolidated into a single access point in coordination with SDOT and property owners."</p>	<p>CM NO. 48:</p> <p>SDOT is aware that some of the large vehicles associated with the businesses located along this proposed segment routinely use movements that are not permitted by the Rules of the Road, including stopping and waiting or blocking the street while unloading. Despite this, SDOT simply states that the trucks that serve the businesses are not permitted to stop on the street. SDOT does not mention that the street could instead be forested to block the roadway. For example, in front of the Hearing Examiner, Jeremiah Jewell, the general manager of CSR Marine, testified that lobby trucks that enter and exit the CSR yard would block the trail for five to ten minutes.</p> <p>See Exhibit C, Transcript of Record, page 105, lines 21 - 25; page 114 - 115, lines 13 - 25; lines 1 - 8. A copy of these pages is attached as Exhibit C.</p> <p>CM NO. 59:</p> <p>SDOT did not interview any property owners located along this proposed segment to determine whether this proposed, uncertain consolidation of driveways or access points is even possible.</p> <p>CM NO. 60:</p> <p>There are approximately 55 driveways and intersections located along this Alternative, not 41.</p> <p>CM NO. 61:</p> <p>SDOT needs to provide "accurate" and "truthful" information so decision-makers can understand the probable environmental consequences of this Alternative. Until it can do so, the information provided is inadequate.</p> <p>CM NO. 62:</p> <p>SDOT did not take the ordinary practices of the businesses into account when determining the potential delay to nonmotorized users, only the operation of the trail. SDOT does not even have accurate information regarding business operations.</p>
	Shiloh North Alternative	<p>Page 7-32:</p> <p>"Depending on the traffic volume at a particular driveway, vehicles exiting could experience up to 25 seconds of additional delay..."</p> <p>Page 7-33:</p> <p>"Approximately 38 driveways and loading docks are located along the alignment of the Shiloh North Alternative. On average, freight vehicles would be delayed for 15 to 25 seconds (on average) above the No Build Alternative during the PM peak hour... this would not be considered an adverse impact."</p> <p>Page 7-36 (emph. added):</p> <p>"Vehicles would be required to stop for trail users at all driveway/trail intersections. However, after stopping before the trail, vehicles would continue forward over the trail and stop at the roadway. It is possible that vehicles blocking the trail would occasionally delay trail users during the day. On average, trail users could have to wait 15 to 25 seconds for a vehicle to clear the trail."</p>	

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Messrs. Kirby and Mazona
August 1, 2016

Comment Matrix

Burke-Gilman Trail Missing Link Project – Draft Environmental Impact Statement (June 2016)

Hearing Examiner Order	Alternative	EIS Statement	Comment No.
Messrs. Kirby and Mazona August 1, 2016	Ballard North Alternative	<p>Page 7-40:</p> <p>"Approximately 42 driveways and loading docks are located along the alignment of the Ballard Avenue Alternative. All driveways, freight vehicles could be delayed from zero to 9 seconds (on average) above the No Build Alternative during the PM peak hour. With the anticipated volume of trail users and because trail users would be spread throughout the day, this delay would occur sporadically during the PM peak hour."</p> <p>"The trail would cross approximately 42 driveways and loading docks... Vehicles would be required to stop for trail users at all driveway/trail intersections. However, after stopping before the trail, vehicles would continue forward over the trail and stop at the roadway. It is possible that vehicles blocking the trail would occasionally delay trail users during the day. On average, trail users could have to wait between 15 to 25 seconds for a vehicle to clear the trail."</p>	<p>CM NO. 63:</p> <p>SDOT needs to take the ordinary practices of the businesses into account when determining the potential delay to nonmotorized users, only the operation of the trail.</p> <p>CM NO. 64:</p> <p>SDOT needs to disclose information regarding actual business operations so decision-makers can make an informed decision.</p>
	Leary Alternative	<p>Page 7-42:</p> <p>"There are approximately 33 driveways and loading docks along the alignment. To the extent necessary, driveway access to all businesses would be reconstructed and provided in the same location as the existing driveway. Businesses would be required to have their driveways consolidated into a single access point in coordination with the City and property owners."</p> <p>"Depending on the traffic volume at a particular driveway, vehicles exiting could experience up to 1 second of additional delay..."</p> <p>Page 7-46:</p> <p>"Vehicles would be required to stop for trail users at all driveway/trail intersections. However, after stopping before the trail, vehicles would continue forward over the trail and stop at the roadway. It is possible that vehicles blocking the trail would occasionally delay trail users during the day. On average, trail users could have to wait between 15 and 25 seconds for a vehicle to clear the trail."</p>	<p>CM NO. 65:</p> <p>SDOT did not take the ordinary practices of the businesses into account when determining the potential delay to nonmotorized users, only the operation of the trail.</p> <p>CM NO. 66:</p> <p>SDOT needs to disclose information regarding actual business operations so decision-makers can make an informed decision.</p>

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Messrs. Kuby and Mazzola
August 1, 2016
Burke-Gilman Trail Missing Link Project – Draft Environmental Impact Statement (June 2016)

Hearing Examiner Order	Alternative	EIS Statement	Comment No.
<p>The HE Order stated:</p> <p>"The standard lateral clearance distance (i.e., 'shy distance') identified in the City's design manual at Section 4-20.2 is three feet between the closest part of a fixed object and the closest part of a fixed object."</p> <p>See Exhibit A, HE Order, Page 5, Item 22.</p>	<p>All Build Alternatives</p>	<p>None of the Build Alternatives are sufficiently designed to a point where it is possible to have the space between a fixed object and the roadway.</p>	<p>CM NO. 75: SDOT has not planned any of the Alternatives to a point where it is possible to determine whether the shy distance complies with the City's design manual. Lacking sufficient design, i.e. 30% or more per the Hearing Examiner and Judge Rodgers, it is impossible to determine whether this distance has been or even can be provided.</p> <p>CM NO. 68: The DEIS lacks accurate information for the decision-makers.</p>
<p>The HE Order stated:</p> <p>"...SDOT failed to study traffic hazards."</p> <p>See Exhibit A, HE Order, Page 6, Item 29.</p>	<p>All Build Alternatives</p>	<p>Page 1-1: "In 2012, after the third appeal to the City's Hearing Examiner over the project's environmental statement (EIS) related to traffic hazards on the Shilshole segment of the project. As a result of the ruling, SDOT decided to prepare an EIS for the entire project and to include an evaluation of alternative routes."</p> <p>Page 1-4: "However, the high level of concern about safety expressed in the public comments indicated that the EIS needed to include an analysis of safety considerations, such as industrial driveway crossings and traffic hazards."</p> <p>Page 7-16: "The range of collisions between bicycles and vehicles in the study area varies, although the majority of collisions occurred between bicycles and vehicles in both directions. For example, many collisions occurred when a vehicle was traveling in an opposite direction to the bicyclist, such as a right-turning vehicle colliding with a forward moving bicyclist or a turning bicyclist colliding with a forward-moving vehicle."</p>	<p>CM NO. 69: SDOT acknowledged that there was a high level of concern about safety expressed in the public comments and that the Hearing Examiner ordered the SDOT to develop a comprehensive traffic hazard study for the project. However, the DEIS does not include a comprehensive traffic hazard study for the project. The Build Alternatives are not designed to a point where it is possible to determine impacts. To date, SDOT has never conducted comprehensive safety studies to analyze traffic hazards as they relate to the actual Alternatives.</p> <p>CM NO. 76: The DEIS includes <i>one page</i> on safety—page 7-16. The DEIS dedicates more pages to a discussion of potential impacts to Fish and Wildlife (2.5 pages) and Street Trees (3.5 pages) than it does to safety. The DEIS needs to include a comprehensive traffic hazard study for the project. The Build Alternatives are not designed to a point where it is possible to determine impacts. To date, SDOT has never conducted comprehensive safety studies to analyze traffic hazards as they relate to the actual Alternatives. Without this comprehensive discussion of traffic hazards, the DEIS is inadequate.</p>

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09 - 071 Please see response to comment 09-017.

09 - 072 Please refer to the responses to Comments 09-017 and 09-063.

A 'safety study' is not required under SEPA. Please see Section 1.7.1, Roadway Design and Safety Considerations, for additional design measures to provide separation and address safety, which could be incorporated during final design.

The driveways and loading zones along each of the alignments, including the Shilshole South Alternative, were identified and counted using design drawings and field work. The count included on page 7-27 of the Draft EIS only includes driveways and loading docks, and does not include intersections.

Please refer to the Methodology described in Chapter 3 of Technical Appendix B (Volume 3) of the Final EIS, which summarizes the methodology used to summarize impacts to all modes, including freight, nonmotorized users, and safety. Safety impacts under the Build Alternative are described in Chapter 7 of the Final EIS, as well as Chapter 5 in the Technical Appendix B (Volume 3).

Messrs. Kibly and Mazona
August 1, 2016

Comment Matrix

Burke-Gilman Trail Missing Link Project – Draft Environmental Impact Statement (June 2016)

Hearing Examiner Order	Alternative	EIS Statement	Comment No.
	Shilohle South Alternative	<p>Page 5-16 (emph. added): “The route would cross four unsignalized intersections... it would pass 41 driveways and loading docks. <i>While construction of the Missing Link along the Shilohle South Alternative would greatly increase safety for trail users, some users may choose not to use this trail due to the perception of risk from busy intersections and driveways, and prevalence of industrial traffic.</i>”</p> <p>Page 7-16 “Incident response data provided by the Seattle Fire Department indicate locations in the study area where roadway conditions could create unsafe passage for bicyclists and pedestrians... [I]ncident responses have been concentrated along NW 4th St and Shilohle Ave NW.”</p>	<p>CM NO. 71: The Alternative passes 55 industrial driveways and intersections (not 41), putting trail users and heavy industrial traffic in direct conflict. As noted above, Vic Bishop testified in front of the Hearing Examiner that he employed a methodology published by the Chesapeake Bicycle Federation in 1997, which is a numerical system of driveways and intersections types and areas of different types and assigning a point system on a per-mile basis: “So that’s the points system. And so you add up the number of driveways and street crossings and intersections and you get a total score. And then you use that score to make a recommendation as to whether you come out with within one to eight points on this system, it’s identified as low risk, use special care to treat intersections. If you come out between eight and 16 points, it’s identified as moderate risk, pursue alternatives. And if it’s greater than 16 points, it’s identified as high risk, and path not recommended.” (That’s) just the system that was developed and that I applied to these segments.”</p> <p>“Well, the first one is the segment we’re talking about is the Shilohle segment from Ballard Avenue to Union Place. That one comes out at 104. The total points per mile comes out at 104.”</p> <p>See Exhibit C, Transcript of Record, page 17, lines 10 – 21; page 18, lines 15-18. True and correct copies of these pages are attached as Exhibit C.</p> <p>CM NO. 72: The score of 104 is nearly six times above the Chicago/Land “high risk” category.</p> <p>CM NO. 73: “Under SEPA, the level of detail must be commensurate with the importance of the environmental impact and plausibility of alternatives.” <i>Kerovl Const. Group</i> 83 Wn. App at 140. To meet this standard, SDOT needs to provide data and analysis to prove that this Alternative will “greatly increase safety for trail users...” and cannot be “perceived as a high risk” by trail users. SDOT’s current design file, Alternative, does not include the data and analysis that SDOT’s design file, Alternative, understood adjacent users, and conduct an accurate and truthful traffic hazard analysis.</p>

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Messrs. Kibly and Mazona
August 1, 2016

Comment Matrix

Burke-Gilman Trail Missing Link Project – Draft Environmental Impact Statement (June 2016)

Hearing Examiner Order	Alternative	EIS Statement	Comment No.
	Shilohle South Alternative	<p>Page 5-17 (emph. added): “Impacts would be similar to the Shilohle South Alternative, but the route would run through 10 additional intersections... This route would also cross 58 driveways and loading docks, more than would be crossed by the other three Build Alternatives. <i>Individual trail users are likely to have different levels of comfort with the intersections and driveways along each potential Shilohle alternative.</i>”</p> <p>Page 7-16: “Incident response data provided by the Seattle Fire Department indicate locations in the study area where roadway conditions could create unsafe passage for bicyclists and pedestrians... [I]ncident responses have been concentrated along NW 4th St and Shilohle Ave NW.”</p>	<p>CM NO. 74: CM NO. 74 is sufficiently flawed or deficient that it is not being included in the proposed Alternatives to determine whether there would be specific impacts in certain situations at certain locations.</p> <p>CM NO. 75: “Under SEPA, the level of detail must be commensurate with the importance of the environmental impact and plausibility of alternatives.” <i>Kerovl Const. Group</i> 83 Wn. App at 140. To meet this standard, SDOT needs to provide data and analysis to prove that this Alternative will “greatly increase safety for trail users...” and cannot be “perceived as a high risk” by trail users. SDOT’s current design file, Alternative, does not include the data and analysis that SDOT’s design file, Alternative, understood adjacent users, and conduct an accurate and truthful traffic hazard analysis.</p>
	Ballard Avenue Alternative	<p>Page 5-19 (emph. added): “An increase in pedestrian use of the BGT along this segment would likely increase trail user conflict between pedestrians and bicyclists... During the Farmers Market, BGT users would likely continue along the BGT route through the Farmers Market, creating user conflicts between BGT users and Farmers Market attendees. <i>The Ballard Avenue Alternative would cross approximately 42 driveways and loading docks, and the route would cross 16 intersections.</i>”</p> <p>Page 5-20: “For the Ballard Avenue Alternative, SDOT would coordinate with the Ballard Farmers Market to determine the best method of coordinating trail use through the Market.”</p> <p>Page 7-41: “There would be potential safety impacts associated with the Ballard Farmers Market under the Ballard Avenue Alternative.”</p>	<p>CM NO. 76: Even though this proposed segment is not designed, the Ballard Sunday Market poses a potential safety hazard for users of the trail if it is constructed along this Alternative; SDOT must prepare an accurate and sufficient traffic hazard analysis.</p>
	Leary Alternative	<p>Page 5-19-20 (emph. added): “The Leary Alternative would cross 31 driveways and loading docks, fewer than the other alternatives. However, the Leary Alternative would also cross 13 intersections... it is still possible that some trail users would find the route undesirable due to a perceived lack of safety.”</p>	<p>CM NO. 77: SDOT provides no analysis or further information describing what this “perceived lack of safety” could be with regard to the Leary Alternative. An accurate and sufficient traffic hazard analysis must be prepared.</p>

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Messrs. Kuby and Mazonia
August 1, 2016

Comment Matrix
Burke-Gilman Trail Missing Link Project – Draft Environmental Impact Statement (June 2016)

Hearing Examiner Order	Alternative	EIS Statement	Comment No.
<p>The HE Order stated: "Applicants argue that the 20-30% level of design is not sufficient to disclose impacts. The design now shows elevations, driveway widths, pavement treatments, and descriptions of signage. The level of design presented is adequate for purposes of identifying and evaluating the proposal's impacts." See Exhibit A, HE Order, Page 8, Conclusion 2.</p>	<p>Shilshole South Alternative</p>	<p>Page 7-49 (emph. added) "The final design would also include safety considerations to ensure that the trail operates safely. In locations with sight distance concerns, design elements such as pavement markings, signage, or visible mirrors could be used to further improve safety. Variations in the use of driveway entrances could be used to clearly identify where the trail intersects driveways. Driveway notification signage could be used to maintain trail usage at safe speeds and to notify trail users and vehicles that a trail intersection exists. Other improvements, such as intersection flashing beacons, could also be used to improve safety at key intersections or driveways. In coordination with businesses, driveways could also be combined into fewer access points to reduce the number of conflict locations. However, the final design of the trail would include safety features to reduce conflict between trail users and vehicles." At the public meeting on July 14, 2016, SDOT stated it would take approximately 1 year to design the selected Alternative.</p>	<p>CM NO. 76: It appears SDOT essentially froze the design of this Alternative from the level of planning from the DNS stage and is now simply asking the decision-makers to "trust" that SDOT can make the trail "safe." Judge Rogers and the Hearing Examiner both rejected this approach and SFLA requires SDOT provide a level of detail that would allow for an informed assessment of potential impact. The DEIS must be withdrawn and a supplemental DEIS be prepared.</p>
	<p>Shilshole South Alternative</p>	<p>Page 7-50 (emph. & * added): "The final design would also include safety considerations to ensure that the trail operates safely. Therefore, no mitigation would be required. Measures described for the Shilshole South Alternative and in Section 1.7.1.* could be implemented to address sight distance concerns and improve safety at key intersections or driveways." Section 1.7.1 describes Features Common to All Build Alternatives; Roadway Design Considerations At the public meeting on July 14, 2016, SDOT stated it would take approximately 1 year to design the selected Alternative.</p>	<p>CM NO. 79: The Alternative is not sufficiently designed to determine whether there are significant adverse traffic hazards. A supplemental DEIS must be prepared.</p>
	<p>Ballard Avenue Alternative</p>	<p>Page 7-53 (emph. & * added): "No mitigation would be required. However, measures described for the Shilshole South Alternative and in Section 1.7.1.* could be implemented to address sight distance concerns and improve safety at key intersections or driveways." *Section 1.7.1 describes Features Common to All Build Alternatives; Roadway Design Considerations At the public meeting on July 14, 2016, SDOT stated it would take approximately 1 year to design the selected Alternative.</p>	<p>CM NO. 80: The Alternative is not sufficiently designed to determine whether there are significant adverse traffic hazards. A supplemental DEIS must be prepared.</p>

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09 - 073 Please refer to the responses to Comments 09-059 and 09-072.

Messrs. Kuby and Mazzola
August 1, 2016

Comment Matrix

Burke-Gilman Trail Missing Link Project – Draft Environmental Impact Statement (June 2016)

Hearing Examiner Order	Alternative	Comment No.
<p>The HE Order stated: "The Appellants' auto turn simulations... indicate that trucks would be unable to enter or exit many of the driveways, loading docks, and intersections along the route, causing the centerline of Shilshole Avenue, or running over the curb and into the trail. ID) Along the driveways, identified in the report of the Revised DNS, would be experienced by drivers. Bicycles exacerbating problems with truck movements. [S]ly distance"... was also not shown to mitigate the effects of conflicts between truck movements and trail users. [T]he proposal would likely have significant adverse impacts in the form of traffic hazards" See Exhibit A, HE Order, Page 8-9, Conclusion 6.</p>	<p>Alternative Every Alternative</p> <p>Page 7-53 (emph. and "s" added): "The Leary Alternative could affect pedestrian safety on NW Market St between 24th Ave NW and 22nd Ave NW where the sidewalk would be reduced by up to 1.2 feet to accommodate the Missing Link. Design elements such as landscaping, pavement variations and markings, and lighting would be used to improve safety. The Leary Alternative would improve safety compared to the No Build Alternative by providing a dedicated facility for nonmotorized users. The final design would also include safety considerations to ensure that the trail opens safely. Therefore, no mitigation would be required. However, measures such as landscaping, pavement variations and markings, and lighting would be required to address sight distance concerns and improve safety at key intersections or driveways." *Section 1.7.1, describes Features Common to All Build Alternatives; Roadway Design Considerations At the public meeting on July 14, 2016, SDOT stated it would take approximately 1 year to design the selected Alternative.</p>	<p>CM NO. 81: The Alternative is not sufficiently designed to determine whether there are significant adverse traffic hazards. A supplemental DEIS must be prepared.</p>
<p>The HE Order stated: "The Appellants' auto turn simulations... indicate that trucks would be unable to enter or exit many of the driveways, loading docks, and intersections along the route, causing the centerline of Shilshole Avenue, or running over the curb and into the trail. ID) Along the driveways, identified in the report of the Revised DNS, would be experienced by drivers. Bicycles exacerbating problems with truck movements. [S]ly distance"... was also not shown to mitigate the effects of conflicts between truck movements and trail users. [T]he proposal would likely have significant adverse impacts in the form of traffic hazards" See Exhibit A, HE Order, Page 8-9, Conclusion 6.</p>	<p>Shilshole South Alternative</p> <p>Page ES-10 "Just over half of alignment is adjacent to industrial uses that depend on freight mobility." Page ES-11 "Crosses about 41 driveways and loading docks." Economic Considerations Statement: Page 4-7 "The operation of the BGT Missing Link may impede some industrial users located adjacent to the trail due to the congestion of industrial traffic with pedestrian and bicycle use. Industrial users may experience delays in truck movements and trucks in an environment with more pedestrian and bicycle traffic may increase risk of accident. Increases in risk of automotive accidents could result in higher insurance costs or require additional labor resources to address delays. Scheduling delays could result in lost revenue for businesses and bicyclists using the BGT. This may result in more scheduled hours of operation and higher labor costs for these users. These additional operating challenges are likely to increase costs of production for these users, and these costs are unlikely to be passed on to consumers due to competition from producers elsewhere in the region." Page 4-9 (emph. added): "It is anticipated that the trail would improve safety overall for pedestrians and bicyclists. But if the higher volume of pedestrian and bicycle traffic near industrial businesses and in</p>	<p>CM NO. 82: The Alternative crosses 55 driveways, loading docks, and intersections (not 41) and puts users of the trail in direct conflict with heavy industrial traffic, which would not "improve safety overall..."</p> <p>CM NO. 83: Further, Mr. Bishop determined through conducting an auto-turn analysis that there are conflicts and hazards located along the driveways of Simpson Marina, Salmon Bay, and the Leary Alternative. The Alternative would impede truck movements along Shilshole Avenue, between Barton Marine, Ballard Mill Marina, and CSR Marine. Mr. Bishop's analysis established that the majority of trucks would be forced to make illegal turns, including 88% of small trucks, 70% of 40' trucks, 86% of 67' trucks, 100% of concrete trucks, 100% of cement trucks, 50% of fuel trucks and low-boy trucks, and 100% of low-boy long trucks. A true and correct copy of the tables Mr. Bishop developed detailing these hazards is attached as Exhibit D.</p> <p>CM NO. 84: The Alternative makes it impossible for the trucks that actually use the driveways located adjacent to this Alternative to continue to use the driveways safely and legally.</p> <p>CM NO. 85: In addition to forcing trucks that service the businesses located along this Alternative to make illegal turns, SDOT admits this Alternative may result in more hours of operation for these users, and these costs are unlikely to be passed on to consumers due to competition from producers elsewhere in the region.</p>

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09 - 074 The driveways and loading zones along each of the Alternatives were identified and counted using design drawings and field work. The counts included on page ES-11 of the Draft EIS only include driveways and loading docks, and do not include intersections. Please see response to Comment 09-056.

The designs of each of the Build Alternatives have been updated from the design evaluated by the Hearing Examiner as part of the Draft EIS and Final EIS process. Specific safety features, such as barriers, buffers, and fences, will be determined during the final design phases of the project and in coordination with adjacent property and business owners. Please refer to the responses to Comments 09-015 and 09-068.

Messrs. Kirby and Mazono
August 1, 2016

Comment Matrix
Burke-Gilman Trail Missing Link Project – Draft Environmental Impact Statement (June 2016)

Hearing Examiner Order	Alternative	EIS Statement	Comment No.
		loading and unloading times increase, the localized probability of industrial vehicle involved bicycle and pedestrian conflicts, then business operating expenditures would increase due to higher costs of insurance.”	CM NO. 86: SDOT must prepare and provide an accurate and sufficient Auto-Turn and traffic hazard analysis so decision-makers can make an informed decision. Or, SDOT must explain where this information is included in the DEIS.
	Shiloh North Alternative	<p>Page ES-10: “Two-thirds of Alignment is adjacent to industrial uses that depend on freight mobility.” “Adjacent to highest number of uses dependent upon loading zone access.” Page ES-11 “Crosses the most (about 83) driveways and loading docks.” <u>Economic Consideration Statement:</u> Page 4-11: “[T]he collective increase in delay time for freight and commuter travel through these alternatives is less than the increase in total commuter delay time for the 2040 No Build Alternative for the NW Market Street Access in NW. The additional economic welfare would be distributed among businesses and residents operating in Ballard, as well as commuters traveling through the study area. To the extent feasible, traffic patterns would naturally adjust to avoid intersections with excessive delays in favor of alternative routes with less traffic.</p>	<p>CM NO. 87: The Alternative crosses the most driveways and loading docks – “about 83” – of all the Alternatives. SDOT should know exactly how many driveways this Alternative crosses. CM NO. 88: SDOT must prepare and provide an accurate and sufficient Auto-Turn and traffic hazard analysis so decision-makers can make an informed decision. Or, SDOT must explain where this information is included in the DEIS.</p>

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Comment Matrix
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Hearing Examiner Order	Alternative	EIS Statement	Comment No.
	Ballard Alternative	<p>Page ES-10: “Nearly half of alignment is adjacent to industrial uses that depend on freight mobility.” <u>Economic Consideration Statement:</u> Page 4-12: “For single-family homes, the Ballard Avenue Alternative is likely to have statistically significant and positive impacts on property values.” Page 4-13 “No studied driveways are projected to experience increased delays under the 2040 Ballard Avenue Alternative that are greater than a larger number of driveways under the 2040 No Build Alternative. The 2040 Ballard Avenue Alternative is projected to have fewer driveways with approximately 17% less than the delay times from the 2040 No Build Alternative. Therefore, businesses operating driveways in the study area are unlikely to face significant impacts from the operation of the Ballard Avenue Alternative.”</p>	<p>CM NO. 89: This Alternative would cross approximately 42 driveways and loading docks. CM NO. 90: SDOT must prepare and provide an accurate and sufficient Auto-Turn and traffic hazard analysis so decision-makers can make an informed decision. Or, SDOT must explain where this information is included in the DEIS.</p>
	Leary Alternative	<p>Page ES-10: “One-third of alignment is adjacent to industrial uses that depend on freight mobility.” <u>Economic Consideration Statement:</u> Page 4-14: “For commercial, multi-family, mixed-use, industrial, and institutional land uses, the economic impacts of proximity to the Leary Alternative were predicted to be statistically significant and positive impacts on property values. The Leary Alternative would result in the largest net increase in single-family home values of all of the Build Alternatives. “The NW Leary Way/11th Ave NW intersection would have both a large percentage increase in delay time (31%) and the highest weekday traffic volume (19,538) of any study area intersection. The Leary Alternative would result in a net increase over 72% of the increased delay time for all intersections under the Leary Alternative.” Page 4-15: “There are no driveways in the 2040 Leary Alternative whose expected delay times are greater than 20% of the 2040 No Build Alternative.”</p>	<p>CM NO. 91: This Alternative would cross 33 driveways and loading docks, the fewest of all the Alternatives presenting the fewest conflicts between freight and retail uses. Additionally, this Alternative would have a positive impact on property value, resulting in the largest net increase in single-family homes of all the Build Alternatives. This Alternative appears to be the best on balance in terms of both safety and net benefit to the adjacent properties. CM NO. 92: SDOT must prepare and provide an accurate and sufficient Auto-Turn and traffic hazard analysis so decision-makers can make an informed decision. Or, SDOT must explain where this information is included in the DEIS.</p>

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August 1, 2016
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EIS Statement

Hearing Examiner Order	Alternative Build Alternatives	EIS Statement	Comment No.
<p>The HE Order contains a summary of specific evidence in their record rebutting Mr. Bishop's auto turn analysis and his findings about the impacts on traffic and the trail.</p> <p>Mr. Bishop's opinions were based on detailed and specific examination of the driveways along the Shilshole Segment and their use..."</p> <p>See Exhibit A, HE Order, Page 9, Conclusion 7.</p>	<p>Immigration Discipline Report: Page 3-6: "Although it is not feasible to analyze impacts on operations at all driveways along the Build Alternatives, the analysis in this report provides a representative of all driveways. Analysts evaluated driveways that have a range of traffic volumes and that also represent industrial and commercial driveways in order to provide a range of typical impacts that could be experienced by all driveways in the study area."</p>	<p>CM NO. 02: SDOT did not conduct a specific examination and comprehensive auto-turn analysis of all driveways located along this Alternative. It is "feasible" to do so because Mr. Bishop did it for the Shilshole segment.</p> <p>CM NO. 04: SDOT must prepare and provide an accurate and sufficient Auto-Turn and traffic hazard analysis so decision-makers can make an informed decision. Or, SDOT must explain where this information is included in the DEIS.</p>	

09-075

48714651899.v.2

Veris Law Group PLLC

Page 22 of 22

09 - 075 Please see the responses to Comments 09-015 and 09-068. The design of the alternatives is to a sufficient level to inform decision-makers by describing and identifying locations where there could be impacts to driveways, the types of impacts that could occur, and potential mitigation, primarily in the form of design options, that could minimize any potential impacts. The locations where there could be impacts under any of the Build Alternatives have been identified in the Final EIS Chapter 7 and Chapter 5 of Technical Appendix B (Volume 3). Mitigation strategies to address impacts have also been included in the Final EIS.

Letter No. 10



August 1, 2016

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

RE: Support for Completing the Burke-Gilman Trail Missing Link- Shilshole South

Dear Scott Kubly,

Seattle Children's supports the completion of the Burke-Gilman Trail (BGT) Missing Link, and the Shilshole South Alternative in particular, because we believe it is the safest way to complete our region's most important and well-used trail. Safely connecting the BGT aligns with Seattle Children's mission to help children live the healthiest and most fulfilling lives possible and supports our strategic goal to reduce the percentage of Seattle Children's workforce driving alone to work. Creating a safe, easily navigable connection would make biking a more appealing commute option for our many employees who travel through Ballard, as well as a safe place for community members of all ages and abilities to recreate and travel.

We encourage the Seattle Department of Transportation (SDOT) to incorporate the following goals into the trail's design:

- **Safe crossings.** The BGT is treasured for its separation from motor vehicles. In addition to selecting a route that naturally has fewer intersections (the Shilshole South Alternative has just four unsignalized intersections as opposed to the 13-16 intersections required on the other proposed routes), crossings should clearly indicate to people driving that they are crossing a trail with vulnerable users. We urge SDOT to consider treatments that have been shown to increase the safety of those traveling on foot and by bicycle, such as raised crossings, stop signs for users crossing the trail, additional signage and pavement markings.
- **Simple to navigate.** The trail should follow the majority of users' desired line of travel along the rail line. The Shilshole North, Leary and Ballard Alternatives require additional mileage as well as elevation gain - elements that are less appealing to all types of trail users.
- **High-quality design.** SDOT should plan for success, anticipating high-volume use and associated best practices. The Shilshole South Alternative is the only proposal that could maintain the BGT's pleasant, trail-like feel for both people walking and biking. In addition to selecting this alternative, we recommend SDOT consider designing the trail to meet the following goals:

10 - 001 Thank you for your comments.

10 - 002 Safety is a critical component of the project. SDOT is designing the trail according to City standards and the American Association of State Highway and Transportation Officials (AASHTO) and National Association of City Transportation Officials (NACTO) guidelines for bicycle and trail facilities. The use of roadway intersection and driveway treatments such as raised crossings, signage, pavement markings, and other warning devices will be evaluated in the final design phase of the project to address safety and access concerns for both nonmotorized and motorized users. Please see Section 1.7.1, Roadway Design and Safety Considerations in the Final EIS for more detail.

10 - 003 Your comment is noted.

10 - 004 Safety considerations are taken into account throughout the trail design process, including the preliminary trail alignment layout, including sight distance, turning radii, intersection design features, pavement treatments, and signage. Please refer to Section 1.7.1 of the Final EIS for a discussion of Roadway Design and Safety Considerations.

The Preferred Alternative's proposed 10- to 12-foot wide multi-use trail meets the current AASHTO and NACTO guidelines for the design of trail facilities. In several sections the multi-use trail will serve as the sidewalk for pedestrians as well as the path for other users. From NW 54th Street to the intersection of NW Market Street and 24th Ave NW, there would be a 6- to 10-foot sidewalk adjacent to the multi-use trail.

10-001

10-002

10-003

10-004

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 www.seattlechildrens.org

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10-004



Transportation Department

- o *Safety first.* To meet the City's Vision Zero goal, the trail's design should put safety first by minimizing conflicts between all road and trail users with attention to details such as sightlines, surface durability, lighting and safe crossings.
- o *Separation between people walking and biking.* Create separate channels for people walking and biking and consider adding a jogging strip, using the University of Washington's newest section of the BGT as a guiding example. As trail use increases and congestion occurs, this mode separation will prevent collisions, near collisions and general discomfort between people walking and biking.
- o *Maximum width.* The trail should be as wide as possible to accommodate our region's growing population and increasing rates of walking and biking, especially in walkable neighborhoods such as Ballard.

Thank you for the chance to offer input on the BGT Expansion. We applaud the City of Seattle for completing this vibrant trail and safely connecting neighborhoods.

Jamie Cheney
 Director of Transportation and Sustainability
 Seattle Children's

CC:
 Edna Shim, Seattle Children's

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Letter No. 11

Friends of the Burke Gilman Trail
3041 NW 72nd St. Seattle WA 98117

7/25/2016

Dear Director Kubly:

Friends of the Burke-Gilman Trail is happy to provide comments related to the Draft EIS for the Missing Link project of the Burke- Gilman Trail. We created our organization in 1999 as a response to the Crown Hill Ballard Neighborhood Plan's designation of completion of the Burke-Gilman Trail along the rail line as its number two priority. Our mission was and is to support efforts to complete this regional trail, for the benefit of all trail users, be they people walking, strolling, bicycling, and to do so along the rail right-of-way.

We'd like to commend SDOT on the proposed action and scope of the project, which is to 'connect ... two segments of the BGT with a marked, dedicated route that would serve all users of the multi-use trail.' Alternative proposals suggested by both proponents and opponents of trail completion, including marked routes, two way cycle tracks, etc., fall short of the clear need to complete a seamless regional trail.

General Statement with respect to Alternatives' usability and functionality for trail users

No Build Alternative

- In our view, this is an unacceptable choice, based on
 - continued growth in the area,
 - expected increase in vehicular and non-vehicular traffic volumes,
 - history of serious injuries sustained by current trail users who navigate the current project area, the Missing Link.

South Shilshole Alternative

- Our preferred alternative, based on usability and
 - a 'trail experience' for users that most closely mimics the elements of a regional trail, as the BGT is elsewhere
 - most direct route and consistent with current use patterns for people bicycling
 - safest route due to least number of roadway crossings, and driveway crossings mostly navigated by licensed commercial, professional drivers
 - best sightlines at driveway crossings
 - opportunities to improve LOS at all but one intersection in the area
 - minimal impact on business operations of essential marine, industrial, and commercial businesses in the area
- Continues the historical connection between the existing and abandoned rail right of way and trail (rail and trail) that comprises the entirety of the current Burke-Gilman Trail
- Unlike all other alternatives, minimal disruption and reconfigurations of existing uses/roadways/intersections in the public right of way are needed

11 - 001 Thank you for your comments. As noted in Section 1.2, the intent of the project is to create a safe, direct, and defined multi-use trail for persons of all abilities, for a variety of transportation and recreational activities, and to improve predictability for motorized and non-motorized users along the project alignment.

11 - 002 Your comment is noted. The intent of the No Build Alternative is to establish the baseline against which the anticipated impacts of the build alternatives are measures.

11 - 003 Your comment is noted.

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7/25/2016

11-003

- Improves traffic LOS and traffic flows generally for all modes, unlike all other alternatives

General Statement on thoroughness and completeness of the Draft EIS

11-004

- Analysis of the Shilshole Alternative is thorough and complete, at the level of design appropriate to an EIS, with the following exceptions:
 - In Chapter 4, section 4.3.2 (Impacts Common to All Build Alternatives), under City of Seattle Comprehensive Plan, paragraph three notes that 'all of the build alternatives would locate some of the trail within public right-of-way in the [BINMIC]'. Somewhere in your analysis you need to note that currently, approximately 3300 feet of BGT trail is in public right of way in BINMIC, and has been for over a decade, with no adverse impact on industrial users (between 3rd NW and 11th NW)
 - In Chapter 7, section 7.2.7 (Freight Rail), reference to Ballard Terminal Rail operations says 'shipments to Salmon Bay Sand and Gravel occur approximately three times per week' (Cole, 2016). The reference indicates this is a telephone interview. Given the level of specificity contained in other analysis of transportation operations (e.g., vehicle counts, bicycle counts, etc.) we urge the EIS consultants to strive for greater specificity – in other words, seek actual counts of trips/week over some period rather than rely on this anecdotal comment.

11-005

Thank you for considering our comments as you prepare a final EIS for the Missing Link project.



Kevin Carrabino, President

Ben Peterson, Vice-President

Jennifer Macuiba, Secretary

Dave Janis, Treasurer

Davidya Kasperzyk

11 - 004 This EIS does not evaluate the impacts of the trail between 3rd Ave NW and 11th Ave NW as it is outside the study area. However, the Chapter 4, Land Use, notes the location of the existing trail and trail terminus within the BINMIC under the description of the No Build Alternative.

11 - 005 Given the uncommon nature and flexibility in schedule of when train deliveries occur, phone interviews were used as a source of data, similar to data collection activities for other variables (e.g., driveway usage by time of year and special vehicle maneuvers). Additional specificity would not likely provide additional accuracy, and an average count provided by the BTR operator was considered adequate for this analysis.

Letter No. 12

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

Date July 29, 2016

Subject: Comments on the DRAFT ENVIRONMENTAL IMPACT STATEMENT for the BURKE-GILMAN TRAIL MISSING LINK PROJECT

Scott and Mark,

Thank you for this opportunity to comment on the Draft EIS. There has been a shipyard at this location since 1871, currently owned by Pacific Fishermen, Inc. since 1946. Our heavy industrial maritime business is dependent upon our property that would be tri-sected by the two Shilshole alternatives.

Our comments are primarily about safety and potential traffic hazards from mixing bicycles and truck freight traffic; especially at driveways used for freight trucks on the Shilshole alternatives. However, parking is an issue as well. In reverse order, we will discuss the less important parking issue first.

When City council voted during the previous mayor's term for a Shilshole route it was done on an incorrect parking loss count on the SDOT licensed Professional Engineer (PE) stamped plans, who was told about the error prior to the vote. His refusal to correct or even notify Council of the error was followed by draft request for examination of malfeasance charges by the Washington State Board of Professional Registered Engineers, his subsequent resignation and then finally an agreement to carry out an EIS by the subsequent Mayor.

This Draft EIS is now similarly flawed and needs correction before requests to the public are made for "Quasi Voting" on alternatives that seem to be rampant at the moment. This comment period was to be about the validity of the DEIS, not a public selection forum.

More glaring of an issue is the outright failure of the Draft EIS to take into consideration the Seattle Freight Advisory Board's advice and well documented recommendation of August 30, 2013 as per Seattle City Council Resolution no. 31243. This specifically tasked you with examining the Leary to 58th Bicycle Greenway recently established and set aside with full signage, bicycle specific signals and regulated crossings.

12 - 001 Thank you for your comments.

12 - 002 As documented in Final EIS Chapter 8 and Appendix C, Parking Discipline Report (Volume 3), the Final EIS analysis relied on three recent parking studies completed in 2014, 2015, and 2017. These studies were used for the 2017 conditions and covered the entire study area. The 2008 and 2011 parking studies referred to in the comment that were used in the previous environmental analyses for the Missing Link were not included in the parking analysis done for the Final EIS.

12 - 003 Your comment is noted. In addition to survey forms collected and turned in by others, SDOT received a significant number of substantive comments that spoke to the validity of the Draft EIS. Please see Volume 2, Comments and Responses for copies of the comments and responses. Also refer to Section 1.4.2 of the FEIS for a discussion of the selection process for the Preferred Alternative.

12 - 004 During the alternative development process SDOT received a number of suggestions for potential routes and facility types to complete the Missing Link. SDOT developed screening criteria to narrow the possible alternatives, focusing on the development of a safe, multi-use trail that would be similar in design and feel to the rest of the Burke-Gilman Trail system. The Greenway along NW 58th Street did not meet those criteria as it does not serve the same purpose as a multi-use trail and it is not a direct route between the existing termini of the Burke-Gilman Trail. Please see Sections 1.4 and 1.9 in the Final EIS for more detail.

12-001

12-002

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12-004

The DEIS quotes City Code *SMC 11.58.230*, which states: “Except as directed otherwise by official traffic-control devices, the driver of a vehicle emerging from any alley, driveway, private property, or building shall stop such vehicle immediately prior to driving onto a sidewalk or onto the sidewalk area extending across any alley or driveway, or onto a public path, and shall yield the right-of-way to any pedestrian or bicyclist as may be necessary to avoid collision, and upon entering the roadway of a street shall yield the right-of-way to all vehicles approaching on the roadway.”

A. The DEIS goes on to state “Drivers would be required to stop before crossing the trail, which would allow drivers to look for trail users before continuing to the roadway. There would be no sight distance concerns for vehicles entering driveways because trail crossings would be clearly marked with signage, pavement markings, and other safety enhancements, and buildings would not block views of the trail. Driveways would be wide enough to safely accommodate industrial and commercial traffic.”

B. The trail would cross approximately 41 driveways and loading docks under the Shilshole South Alternative. Trail crossings with driveways and intersections would be clearly delineated, which would improve comfort and safety for nonmotorized users in the study area compared to the No Build Alternative by organizing and creating predictability of potential conflict points between vehicles and nonmotorized users. Vehicles would be required to stop for trail users at all driveway/trail intersections. However, after stopping before the trail, vehicles would continue forward over the trail and stop at the roadway. It is possible that vehicles blocking the trail would occasionally delay trail users during the day. On average, trail users could have to wait between 15 to 25 seconds for a vehicle to clear the trail.

C. Approximately 41 driveways and loading docks are located along the alignment of the Shilshole South Alternative. At driveways, freight vehicles could be delayed from zero to 11 seconds (on average) above the No Build Alternative during the PM peak hour. With the anticipated volume of trail users, and because trail users would be spread out, this delay would occur sporadically during the PM peak hour and all day.

Although some driveways could experience additional delay compared to the No Build Alternative, this delay would not be considered a significant impact. Up to 10 freight access points (driveways and loading docks) to private properties could change because the Missing Link would be constructed within the City's right-of-way along the north side of NW 54th St and the south side of Shilshole Ave NW. Some businesses that currently use the City right-of-way to access parking or loading docks on their properties might need to relocate their access points to driveways or possibly to the ends of the blocks.

The change in access would potentially change how private property owners use the space between their buildings and the City's right-of-way. Some businesses may not be able to access their businesses as they currently do, and they may have to reorient their business operations to accommodate freight by relocating loading docks or driveways. Businesses that currently use the public right-of-way for loading and unloading activities would no longer be allowed to continue this unpermitted use under the Shilshole South Alternative. Properties with multiple driveways or access points may need to consolidate these where possible to improve safety and operations.

The above quoted wait times in paragraphs B. and C. are at odds with the City Code quoted regarding who has right of way in driveways. Bikes frequently do not wait at intersections and instead use cross walks to bypass intersection delays or just ride on through if no one is coming. If bikes have to wait 15 to 25 seconds, they will try to go around the trucks creating a hazardous driveway situation. Bikes generally do not travel in clumps but are strung out with a distance between each one. There is nothing in the Code that says how far away the approaching bike or pedestrian has to be for the truck to have the legal right to pull across and block the path. This is a question for the City Attorney.

- 12 - 005 Under any of the Build Alternatives, trail users would not be required to stop at driveway or roadway crossings with the trail. Trail users would only be required to wait if a vehicle was already blocking the trail when the trail user approached the crossing. Therefore, the 15 to 25 second delay would only occur occasionally for trail users.

Safety is an important component of the project. Applicable design guidance have been consulted during the development of this trail including City of Seattle codes, and AASHTO and NACTO guidelines. Roadway modifications, intersection treatments and driveway design that could be incorporated in the final design phase of the project to provide separation and address safety, access, nonmotorized users, and vehicle types are described in the FEIS Executive Summary and Section 1.7.1, Roadway Design and Safety Considerations.

12-005

7.34 Safety

The Shilshole South Alternative would improve safety for nonmotorized users and motor vehicles in the study area. Under this alternative, a dedicated bicycle facility would improve predictability of conflict points between motor vehicles and bicyclists and reduce the likelihood of collisions. 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. Under the Shilshole South Alternative, there would be sight distance concerns for exiting vehicles at up to eight driveways on the south side of Shilshole Ave NW between 20th Ave NW and 11th Ave NW where buildings are constructed up to the property lines.

Buildings and structures adjacent to the trail could reduce visibility for both vehicles and trail users. However, the final trail design would include safety features to reduce conflicts between trail users and vehicles. The placement of the trail could also be moved to locations farther from the property lines, but this would require additional relocation of the BTR tracks. The final placement of the trail would be decided during final design. Where possible, signage, pavement markings, and advanced warning systems, among other safety enhancements, would notify trail users and vehicle drivers of the trail crossing. Although a buffer would not be provided between the property line and the trail, these driveways would still operate safely under SMC 11.58.230

The previous paragraph list promise's a lot of changes that the City will do to make a bike trail safe it ignores that most of the changes on Shilshole will be City required changes made at the expense of the affected industrial businesses. The DEIS does not show that the "final trail design would include safety features to reduce conflicts between trail users and vehicles. The placement of the trail could also be moved to locations farther from the property lines, but this would require additional relocation of the BTR tracks. The final placement of the trail would be decided during final design." will be safe or is even possible because there is no final design that deals with the existing driveways or proposed curbs and sidewalks.

The railway would have to move the rails. There is no discussion of the costs to the City to move the City owned railway. The businesses would have to move their loading docks and driveways. The City would put paint on the street and install sidewalks that would interfere with truck freight access. The City has proved time and again that it does not understand the turning radius of a semi-truck and trailer.

The DEIS does not say explicitly that there is any danger in any of the alternate routes. The public meetings did not inform the public that any of the alternate routes had hazardous and what would be done to mitigate those hazards. As a result, the public does not think there are any safety issues.

The failure of the DEIS to take the Hearing Examiners admonitions seriously are deeply disappointing. Safety requires prudent decisions based on the best available engineering practice. The DEIS does not take this into account for the Shilshole alternatives, especially considering cost and disruption to existing businesses and the Maritim/Heavy Industrial complex the Shilshole freight route supports.

Sincerely,



Doug Dixon
General Manager
Pacific Fishermen Shipyard and Electric, LLC

12 - 006 Please refer to Section 1.7.1 of the FEIS for a discussion of roadway design and safety considerations and to Chapter 7 of the FEIS for a discussion of potential transportation-related impacts.

12 - 007 Please see the Final EIS for information on the design for the Build Alternatives, including potential impacts on parking, loading areas, and driveways. Chapter 5 of Technical Appendix B (Volume 3) and Chapter 7 of the Final EIS describes the locations where the rail line could be relocated under the Preferred and Shilshole South Alternatives. However, it is anticipated that rail operations would continue to operate following construction of the trail. An auto-turn analysis was completed for representative driveways along the alignment to ensure that driveway widths can accommodate the range of vehicles accessing a particular driveway. A discussion of design treatments to address separation and safety was prepared and is included in Section 1.7.1 of the Final EIS.

SDOT has committed to working with adjacent businesses, property owners, and interested stakeholders as the design process continues.

12 - 008 Potential hazards have been identified for all the Build Alternatives, including the Preferred Alternative, concerning roadway intersections, driveway crossings, sight distance, and other elements. Please see Table 1-1 for a comparison summary of potential impacts by alternative. Further detail on potential transportation-related impacts is included in Chapter 7 of the FEIS and in Technical Appendix B (Volume 3).

12 - 009 Safety is a critical component of the project. SDOT is designing the trail according to City standards and the American Association of State Highway and Transportation Officials (AASHTO) and National Association of City Transportation Officials (NACTO) guidelines for bicycle and trail facilities. The use of roadway intersection and driveway treatments such as raised crossings, signage, pavement markings, and other warning devices will be evaluated in the final design phase of the project to address safety and access concerns for both nonmotorized and motorized users. Please see Section 1.7.1, Roadway Design and Safety Considerations in the FEIS for more detail.

12-006

12-007

12-008

12-009



City of Seattle

Mike McGinn, Mayor

Seattle Freight Advisory Board

Warren Aakerivik, Chair
Linda Anderson
Bari Bookout
Katherine Casseday
Terry Finn
Anne Goodchild
Timothy Hillis
David Mendoza
Mike Sheehan
Robert Smith
Cameron Williams

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution
31243

August 30, 2013

Peter Hahn, Director
Mark Mazzola, Environmental Manager
Seattle Department of Transportation
700 5th Avenue, Suite 3900
Seattle, WA 98104

RE: Scope of the Environmental Impact Statement (EIS), Burke-Gilman Trail Extension Project

Dear Sirs,

Seattle City Council Resolution #31243 states: "The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment."

Regarding the Scoping of the Environmental Impact Statement (EIS) for the Burke-Gilman Trail Extension Project, the notice of the opportunity to provide scoping comments was not received by the Seattle Freight Advisory Board (SFAB) until July 17, 2013, one day after our regular meeting, and the comment period was closed on August 16, 2013, three days before our next regular meeting. We wish to thank you for your agreement to extend the comment period so that we can fulfill our obligation of the SFAB.

The Seattle Freight Advisory Board would like to request that the EIS take into account all possible routes and prioritize safety and economic impacts, especially in the interim before a Freight Master Plan is completed. Currently, Shilshole Avenue is the only major truck street west of 15th Avenue NW and it serves the Ballard-Interbay North End Manufacturing Industrial Center, supporting the largest fishing fleet in this nation. We strongly encourage the EIS to take into account the economic impact to this industry if freight traffic along this corridor is disrupted by the addition of a bicycle facility. We would also encourage the consideration of alternative routes for bicycles and additional streets to be designated as truck routes.

Two routes that the SFAB would like to suggest be considered are:

- 1) From 9th NW to NW Leary and cycle tracks on Leary to NW Market, continuing on to 28th NW.
- 2) The second route from 9th NW and NW 45th north to NW 46th, west bound with bike lanes on the north side to 17th NW; north on 17th NW to Ballard Avenue, west on

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Ballard to 22nd NW, north on 22nd to NW 58th, connecting to the new NW 58th greenway, then west to Seaview; or, west to 28th NW and south on 28th to NW 54th and the Locks. Hopefully with this route, 17th NW will be completed as a north-south greenway from NW 46th to NW 90th, thereby relieving pressure on 15th NW, the only City street designated as a north-south major truck route.

Making NW 45th the major truck street from Shilshole to Leary and making 46th a calm access street, with bike lanes on the north side to 17th NW, will remove the major safety conflicts between bikes and the railroad tracks on NW 45th. This gives the permanent placement of a major truck street to serve the Maritime and other industries located in the Ballard-Interbay North End Manufacturing & Industrial Center.

The proposed Bicycle Master Plan update identifies 584 miles of bike facilities in Seattle. The total major truck street mileage is down to 146 miles, and we are compromising and losing some every year. Until a Freight Master Plan is completed and provides guidance to the multimodal planning process, the board advocates careful consideration to impact to existing freight corridors. We advocate attracting as many bicycle commuters to safe corridors that do not compromise safety or impact the economic base of our city.

The Seattle Freight Advisory Board wishes to thank you for the opportunity to comment on the scope of the EIS, and is willing to help the Seattle Department of Transportation design any route which will not adversely impact the major truck streets and the access to freight mobility.

Thank you,

Warren R. Aakerivik, Jr.
Chairman, Seattle Freight Advisory Board

Letter No. 13

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Date July 29, 2016

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

Subject: Comments on the DRAFT ENVIRONMENTAL IMPACT STATEMENT for the BURKE-GILMAN TRAIL MISSING LINK PROJECT

Sir,
Thank you for this opportunity to comment on the Draft EIS. We are a marine electric business on Shilshole associated with the Pacific Fishermen Shipyard whose maritime property would be tri-sected by the two Shilshole alternatives.

Our comments are all about safety and potential traffic hazards from mixing bicycles and truck freight traffic; especially at driveways used for freight trucks on the Shilshole alternatives.

The background information in the REQUEST FOR COMMENTS ON THE SCOPE OF THE ENVIRONMENTAL IMPACT STATEMENT BURKE-GILMAN TRAIL EXTENSION PROJECT states; *"On appeal of the Reissued Revised DNS, the City of Seattle Hearing Examiner determined that an environmental impact statement (EIS) should be prepared to address traffic hazard impacts along the Shilshole Segment, specifically those impacts related to truck movements and conflicts with other traffic and trail users. Now, SDOT proposes to prepare an EIS on the entire Missing Link including the evaluation of a broader array of impacts and alternatives."*

The DEIS in Chapter 1 Project History and Alternatives says *"In 2012, after the third appeal to the City's Hearing Examiner over the project's environmental determination, the Hearing Examiner required SDOT to develop an environmental impact statement (EIS) related to traffic hazards on the Shilshole segment of the project."*

For a document that the hearing City of Seattle Hearing Examiner determined needed to assess traffic hazards relating to truck movements the City has once again failed to actually examine the safety of truck and bike interaction. The DEIS spends a lot of ink on street intersections and levels of service. Other than counting the number of driveways entering streets the DEIS is silent or dismissive of the interaction of truck freight at those driveways where a proposed bike path would cross existing truck driveways.

The DEIS quotes City Code SMC 11.58.230, which states: *"Except as directed otherwise by official traffic-control devices, the driver of a vehicle emerging from any alley, driveway, private property, or building shall stop such vehicle immediately prior to driving onto a sidewalk or onto the sidewalk area extending across any alley or driveway, or onto a public path, and shall yield the right-of-way to any*

- 13 - 001 The Draft EIS and Final EIS contain analysis of impacts related to truck traffic at driveways. Potential traffic hazard impacts, including any potential conflicts between vehicles and trail users, are analyzed and disclosed in FEIS Section 7.3 along with measures to eliminate or reduce those conflicts. Section 1.7.1, Roadway Design and Safety Considerations also discusses methods that can and would be employed to reduce the risk of such conflicts. Although the final design has not been determined, the analysis considers the range of potential impacts that could result from the project along each alignment and identifies potential mitigation measures.
- 13 - 002 The Preferred Alternative avoids the maritime and industrial businesses along NW 54th St by following a section of NW Market St. Refer to Section 1.4.2 of the FEIS for a discussion of the selection process, and Section 1.6.1 for a discussion of the Preferred Alternative.

Also, refer to the response to Comment 12-005.

13-001

13-002

pedestrian or bicyclist as may be necessary to avoid collision, and upon entering the roadway of a street shall yield the right-of-way to all vehicles approaching on the roadway.”

A. The DEIS goes on to state “Drivers would be required to stop before crossing the trail, which would allow drivers to look for trail users before continuing to the roadway. There would be no sight distance concerns for vehicles entering driveways because trail crossings would be clearly marked with signage, pavement markings, and other safety enhancements, and buildings would not block views of the trail. Driveways would be wide enough to safely accommodate industrial and commercial traffic.”

B. The trail would cross approximately 41 driveways and loading docks under the Shilshole South Alternative. Trail crossings with driveways and intersections would be clearly delineated, which would improve comfort and safety for nonmotorized users in the study area compared to the No Build Alternative by organizing and creating predictability of potential conflict points between vehicles and nonmotorized users. Vehicles would be required to stop for trail users at all driveway/trail intersections. However, after stopping before the trail, vehicles would continue forward over the trail and stop at the roadway. It is possible that vehicles blocking the trail would occasionally delay trail users during the day. On average, trail users could have to wait between 15 to 25 seconds for a vehicle to clear the trail.

C. Approximately 41 driveways and loading docks are located along the alignment of the Shilshole South Alternative. At driveways, freight vehicles could be delayed from zero to 11 seconds (on average) above the No Build Alternative during the PM peak hour. With the anticipated volume of trail users, and because trail users would be spread out, this delay would occur sporadically during the PM peak hour and all day. Although some driveways could experience additional delay compared to the No Build Alternative, this delay would not be considered a significant impact. Up to 10 freight access points (driveways and loading docks) to private properties could change because the Missing Link would be constructed within the City’s right-of-way along the north side of NW 54th St and the south side of Shilshole Ave NW. Some businesses that currently use the City right-of-way to access parking or loading docks on their properties might need to relocate their access points to driveways or possibly to the ends of the blocks. The change in access would potentially change how private property owners use the space between their buildings and the City’s right-of-way. Some businesses may not be able to access their businesses as they currently do, and they may have to reorient their business operations to accommodate freight by relocating loading docks or driveways. Businesses that currently use the public right-of-way for loading and unloading activities would no longer be allowed to continue this unpermitted use under the Shilshole South Alternative. Properties with multiple driveways or access points may need to consolidate these where possible to improve safety and operations.

The above quoted wait times in paragraphs B. and C. is at odds with the City Code quoted regarding who has right of way in driveways. Bikes frequently do not wait at intersections and instead use cross walks to bypass intersection delays or just ride on through if no one is coming. If bikes have to wait 15 to 25 seconds, they will try to go around the trucks creating a hazardous driveway situation. Bikes generally do not travel in clumps but are strung out with a distance between each one. There is nothing in the Code that says how far away the approaching bike or pedestrian has to be for the truck to have the legal right to pull across and block the path. This is a question for the City Attorney.

The intersection at Market Street and 24th Avenue NW East bound for the right hand turn to Shilshole is not marked and is widely ignored. Remarking the Market and 24th intersection and adding lights was supposed to have reduced the unimpeded East bound flow of cars and bikes onto Shilshole to allow cars, trucks an opportunity to safely enter Shilshole and pedestrians a greater opportunity to cross. What was promised has not been delivered. The fact is East bound cars and bicycles ignore their lane’s red light and turn onto Shilshole even while West bound left turn lane is making turns onto Shilshole. SDOT did not mark the new signal “NO RIGHT TURN ON RED”.

13 - 003 The eastbound right turn lane from NW Market St to 24th Ave NW is currently marked as a right turn lane. As part of the Preferred Alternative, SDOT will evaluate restrictions for right turns on red and other operational changes during the detailed design of this intersection.

13 - 004 Changes in accessibility and business operability are addressed in detail in Chapters 4 and 5 of the Economic Considerations Report (Technical Appendix E of the DEIS). The report examines business impacts from the perspective of the construction and operation of the BGT Missing Link. Accessibility impacts are assessed by examining traffic delay, loss of parking, and adjacent changes in property accessibility. Changes in these variables are used to discuss ways the various businesses might be impacted.

13-002

13-003

13-004 The above quoted paragraphs A, B and C from the DEIS does not address the economic impact of the City proposed required "relocating loading docks or driveways.", "relocate their access points to driveways or possibly to the ends of the blocks." The REQUEST FOR COMMENTS ON SCOPING... said "SDOT proposes to prepare an EIS on the entire Missing Link including the evaluation of a broader array of impacts and alternatives." the lack of evaluation of the economic impacts of the proposed changes to business access and operability is a glaring omission.

13-005 "the City of Seattle Hearing Examiner determined that an environmental impact statement (EIS) should be prepared to address traffic hazard impacts along the Shilshole Segment, specifically those impacts related to truck movements and conflicts with other traffic and trail users." Without more detailed design showing the problems and the engineered solutions proposed by the City we believe that the DEIS has failed the Hearing Examiner's determination. The DEIS does not distinguish between types and frequency of driveway use. Without more detailed design that allows cost estimates of proposed engineered solution; the DEIS fails to even have the means to evaluate the economic costs of the available routes with equally safe solutions. Modeling average time delays and levels of service which later are frequently found to be in error does nothing to determine safety.

13-006 The DEIS specifically ignores or disregards the impacts that would occur to the industrial and manufacturing businesses on the two Shilshole alternatives of installing The Burke-Gilman Trail on Shilshole is primarily a recreational bike trail, in an urban shoreline industrial zone. Because the trail is not primarily a bike commuter route there is no justification to use the excuse of least distance route for a recreational trail through an industrial zone. There is no justification to increase hazards of crossing approximately 41 truck driveways for a recreational trail. The economic impacts would constitute a city tax of specific segment of shoreline industry not shared by the all of the City marine industry for a recreational public good. The DEIS does not compare the relative safety of the trail alternative or the costs of the trail alternatives.

13-007 A significant number of commuter bikers will not allow themselves to be delayed by using a slower bike path even if it parallels a Shilshole alternative. They will continue riding in the street. The City realizes this and encourages the behavior by installing bike lanes on streets like Nickerson which already have a parallel recreational bike path. Some commuter bikers prefer to use Leary Way rather than the existing parallel Burke-Gilman trail. Using bike commuting as a reason to pick a specific bike path is not justified.

13-008 The DEIS makes estimates of bicycle numbers based on a sunny day in September without regard to the fact that in rainy weather the bicycle traffic is greatly reduced. Bicycling in rain is much less safe due to the reduced effectiveness of bike brakes and in the fall losing traction on wet fallen leaves. The use of estimated numbers of bikes to justify a least distance route would be very questionable. For recreational bikers it is the journey not how fast you get there.

13-009 The use by SDOT and METRO of traffic models have seldom achieved positive results. we see no reason to even consider Level of Service (LOS) and time delay information in the DEIS. The modeling of the D-Line showed a time saving for the route to down town. The actual result was it took 2 minutes longer and that was with a reduction in the number of stops. The reduction in the number of stops resulted in longer loading times. Thus all the money spent on bus bulbs and reducing the number of stops failed to get the desired result. The result was the further reduction in the number of stops to barely get the desired result.

13-010 **7.34 Safety**
The Shilshole South Alternative would improve safety for nonmotorized users and motor vehicles in the study area. Under this alternative, a dedicated bicycle facility would improve predictability of conflict points between motor vehicles and bicyclists and reduce the likelihood of collisions. 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

13 - 005 SEPA contemplates environmental review at an early stage of design, and does not require cost estimates of the proposed alternatives. The FEIS describes a variety of measures that can be applied to reduce conflicts at intersections and driveways and to minimize impacts related to truck movements and conflicts with other traffic and trail users (Section 1.7.1).

13 - 006 The Burke-Gilman Trail is used both as a recreational and commuter facility. Impacts have been identified and discussed throughout the Draft and Final EIS for all the Build Alternatives, including the Preferred Alternative, concerning transportation, parking, land use, and other elements of the environment. Please see Table 1-1 for a comparison summary of potential impacts by alternative. Section 7.3 of the FEIS discusses the safety considerations for each alternative. The costs to complete each alternative is outside the scope of this EIS.

13 - 007 According to Seattle Municipal Code (SMC) 11.44.020, bicycle riding is allowed on city streets. The City of Seattle cannot force people to use the trail, but the trail will be designed in a manner that encourages people to use it over local streets.

The criteria used to screen the alternative alignments are listed in Section 1.4.1, and include directness of route, number and types of trail crossings (driveways and intersections), street and arterial classification, adjacent land uses, and right-of-way width. Bicycle commuting was not a criteria used to screen the alternatives.

13 - 008 The analysis methodology uses a higher use time of year to estimate the worst-case scenario of impacts. The City of Seattle and Seattle Parks and Recreation share maintenance of the trail and will maintain the trail according to applicable facility maintenance standards, including removal of leaves or debris from the right-of-way. Please see Section 1.4.2 of the Final EIS for a summary of how the Preferred Alternative was selected.

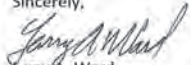
13-010 *user space from the roadway and would include safety features such as buffers, pavement markings, raised crosswalks, curb treatments, signage, and lighting. Under the Shilshole South Alternative, there would be sight distance concerns for exiting vehicles at up to eight driveways on the south side of Shilshole Ave NW between 20th Ave NW and 11th Ave NW where buildings are constructed up to the property lines. Buildings and structures adjacent to the trail could reduce visibility for both vehicles and trail users. However, the final trail design would include safety features to reduce conflicts between trail users and vehicles. The placement of the trail could also be moved to locations farther from the property lines, but this would require additional relocation of the BTR tracks. The final placement of the trail would be decided during final design. Where possible, signage, pavement markings, and advanced warning systems, among other safety enhancements, would notify trail users and vehicle drivers of the trail crossing. Although a buffer would not be provided between the property line and the trail, these driveways would still operate safely under SMC 11.58.230*

The previous paragraph list promise's a lot of changes that the City will do to make a bike trail safe It ignores that most of the changes on Shilshole will be City required changes made at the expense of the affected industrial businesses. The DEIS does not show that the "final trail design would include safety features to reduce conflicts between trail users and vehicles. The placement of the trail could also be moved to locations farther from the property lines, but this would require additional relocation of the BTR tracks. The final placement of the trail would be decided during final design." will be safe or is even possible because there is no final design that deals with the existing driveways or proposed curbs and sidewalks. The railway would have to move the rails. There is no discussion of the costs to the City to move the City owned railway. The businesses would have to move their loading docks and driveways. The City would put paint on the street and install sidewalks that would interfere with truck freight access. The City has proved time and again that it does not understand the turning radius of a semi-truck and trailer.

13-011 The DEIS does not say explicitly that there is any danger in any of the alternate routes. The public meetings did not inform the public that any of the alternate routes had hazardous and what would be done to mitigate those hazards. As a result, the public does not think there are any safety issues.

13-012 The failure of the DEIS to take the Hearing Examiners admonitions seriously are deeply disappointing. Safety requires prudent decisions based on the best available engineering practice. Shilshole Avenue NW is the only City designated major freight street west of 15th Avenue NW which supports the BINMIC north of the Ship Canal. The DEIS fails to compare the cost and disruption to existing businesses and the Maritime/Heavy Industrial complex of Shilshole alternatives versus the other Shilshole alternatives. The level of damage to the BINMIC we believe would rule out the use of the two Shilshole alternative as a failure to follow the intent of the State Growth Management Act admonition to not drive manufacturing out of one place where there is existing infrastructure to require duplicating that infrastructure in another location.

13-013 The Ballard Avenue alternative is too narrow a road to really work well. The Leary to Market Street alternative while feasible conflicts with all the infrastructure recently installed by the City for bus transit on Market and the intent to rezone Market street for additional pedestrian friendly design. The least costly and safest location for the Missing Link would be up on 58th Avenue Greenway which is already in existence NW and already has signs and traffic signals crossing 15th Avenue NW and 24th Avenue NW. Connections from the existing sections of the Burke-Gilman could be 17th Street on the east and 28th Street down to 54th. This would be cheaper and much quicker to install than the four potential alternatives that were really not studied in the DEIS.

Sincerely,

 Larry A. Ward
 Facilities Manager

13 - 009 The traffic models used by SDOT are based on traditional traffic engineering measures of effectiveness consistent with standard national traffic engineering guidance for quantifying the level of traffic congestion on streets and intersections. Traffic engineering models analyze future conditions based on best available data at the time and nationally accepted methodologies. Please see Chapter 7 of the Final EIS for updated information on the Build Alternatives and the anticipated impacts to traffic.

13 - 010 Please refer to the responses to Comment 12-007 and 13-005.

13 - 011 Hazards have been identified with all Build Alternatives, including roadway intersections, driveway crossings, sight distance, among others. Further discussion of hazard reduction features has been added to Section 1.7.1 of the Final EIS to describe potential safety issues and measures that can be taken to minimize them.

Please also refer to Chapter 7 of the FEIS for a discussion of potential transportation-related impacts.

13 - 012 Please refer to the responses to Comments 13-006 and 12-009.

13 - 013 The 58th Ave Greenway was reviewed as part of the initial alternatives screening. It was eliminated from further consideration due to the increased distance, the indirect route from existing trail ends, the number of intersections that would need to be crossed, and the narrow right-of-way width. The 58th Ave Greenway does not meet the project objective. Please refer to Section 1.9 of the FEIS for further discussion.

Letter No. 14

Dear Director Kubly,

Seattle Neighborhood Greenways is a coalition of grassroots neighborhood groups whose members have honed the art and science of choosing the most logical routes for all-ages and abilities walking and biking.

Seattle Neighborhood Greenways members identify and advocate for safe walking and biking connections that are:

- 1) Direct and Intuitive. People tend to walk and bike as directly as possible between locations while avoiding hills.
- 2) Comfortable and Safe. People are most comfortable when separated from fast traffic and busy intersections with many conflicts. Streets with the least traffic and least speeding are preferred. However, comfort and safety can be provided by physical separation.
- 3) Useful. Useful routes connect people to useful places like business districts, schools, parks, libraries, and transit hubs.

As a trail facility, the chosen solution must work for people walking, rolling a wheelchair, pushing a stroller, jogging, and biking.

When looking at the four alternative routes, each has a different mix of benefits and drawbacks. After careful consideration we rank the four options as follows:

1. **We recommend the Shilshole South option because it is the most direct and intuitive route and has the least conflicts** in terms of intersections, turning movements and parking cars. **Shilshole South also fills a gap in Seattle's sidewalk network.** The major downside with this routing is the difficulty in accessing any Ballard Ave businesses. **Consideration must be given to creating safe connections to Ballard Ave businesses via safe crossings of Shilshole Ave (especially at NW Dock PI to connect to the neighborhood greenway).** We also recommend expanding on the tradition of traffic calming in the business district along Ballard Ave to help people comfortably get from the trail to their destination. Consideration must also be given to potential for conflicts with large vehicle turning motions - given Shilshole Ave South's designation as a Major Truck Street. One option could be to install railroad style crossing arms.
2. The Shilshole North alternative is a mostly direct route that minimizes conflicts and is closer to Ballard Ave businesses by being on the north-east side of Shilshole Drive. However, depending on the trail design, it may incur more conflicts with parking cars than a Shilshole Ave South route, does not create as seamless of a trail experience as Shilshole Ave S, and does not fill a gap in the sidewalk network.
3. The Ballard Ave alternative could be a workable alternative and provide the best connectivity to where people want to go if, and only if, it were strongly embraced by the local business community, built to a high level of design and placemaking on par with the Indianapolis Cultural Trail (<http://indyculturaltrail.org/>), and were more naturally routed (the double cross of Market St is unacceptable). However, business support for this routing is not anticipated, funding to create a trail on par with the Indianapolis Cultural Trail is highly unlikely, and the historic designation of the street would add to construction delays. Therefore, given the current circumstances, we

14 - 001 Thank you for your comments. As noted in Section 1.2, the intent of the project is to create a safe, direct, and defined multi-use trail for persons of all abilities, for a variety of transportation and recreational activities, and to improve predictability for motorized and non-motorized users along the project alignment.

14 - 002 Your comment is noted. The Preferred Alternative follows the Shilshole South option for most of its alignment. A number of factors, including the items you have listed, were considered in determining that the Preferred Alternative best meets the project's objectives. SDOT will incorporate a number of design features to improve crossing of Shilshole Ave NW at certain intersections and to minimize conflicts with freight access and operations. Please refer to Section 1.7.1 for further discussion of roadway design and safety features that can be used to reduce conflict potential.

14 - 003 Your comment is noted.

14 - 004 Your comment is noted.

14-001

14-002

14-003

14-004

14-004

believe this option would lead to unacceptable delays and the continued endangerment of people walking and biking.

14-005

4. The Leary Ave route, which may be useful in its own right, is the least intuitive or direct route and the user experience would not be in keeping with the flowing intent of the Burke Gilman Trail. By being indirect and illogical, utilization by people using the BGT would likely be low. Leary Ave is a high speed, high volume arterial street where people biking with children would feel the least comfortable of all the options. Leary Ave needs safety improvements, but the comfort and safety of one of the best rail-trails in the country ought not to be degraded by routing it on this STROAD.

Thank you for the opportunity to comment on the options for the Burke Gilman Trail Missing Link alignment. People in Seattle who walk, roll, and ride bicycles have waited a long time for this trail completion and all of us look forward to a fully functional regional trail in the near future.

Bob Edmiston
User Experience Engineer

Gordon Padelford
Policy Director

14 - 005 Your comment is noted.

Letter No. 15

July 31, 2016

Scott Kubly, Director
 Seattle Department of Transportation
 c/o Mark Mazzola, Environmental Manager
 Seattle Department of Transportation
 700 5th Avenue, Suite 3900
 Seattle, WA 98104

Re: Comments from Warren R. Aakervik, Jr. to the Draft EIS (DEIS) of the Burke Gilman Trail Missing Link

Dear Mr. Kubly:

Upon review of the DEIS, I find there is a lot of information in the various discipline reports, but I am extremely disappointed in the analysis and conclusions of the DEIS based on that information. It appears from the mistakes and/or lack of accurate information, no one acutely familiar with the freight movement or the industrial maritime areas was on the consultant teams or advising from the City. The DEIS for these reasons gives the reader a very biased view of the potential solutions and conflicts.

To start out with, on page 1-4 of the Draft Environmental Impact Statement, its states in the second paragraph,

“However, the high level of concern about safety expressed in the public comments indicated that the DEIS needed to include analysis of safety considerations, such as industrial driveway crossings and traffic hazards.”

Also stated in the next paragraph,

“City and State land use policies strongly support maintaining industrial uses along the Ballard waterfront; thus, comments noted that the EIS should

15 - 001 SDOT considered all possible routes proposed during the July 17 and August 16, 2013 scoping comment period, including those received from the Freight Advisory Board on August 30, 2013. All road sections mentioned in your letter were mapped in the initial screening process and evaluated based on the following screening criteria: directness of route, number and types of trail crossings (driveways and intersections), street and arterial classification, adjacent land uses, and right-of-way width. Portions of both routes suggested by the Freight Advisory Board were evaluated in the Draft EIS.

The objectives of the project are to create a safe, direct, and defined multi-use trail for persons of all abilities, improve predictability for both motorized and nonmotorized users along the project alignment, and to maintain truck and freight facilities and access that support industrial and water-dependent uses in the area. As noted in Section 1.9 of the FEIS, SDOT considered protected bicycle lanes, including cycle tracks; however, these types of facilities do not provide safe accommodations for pedestrians or other nonmotorized users and do not meet the project objectives.

15-001

2

consider alternatives that are not immediately adjacent to industrial land uses, where feasible.”

On the same page, Section 1.4.1 Screening,

“SDOT received a number of suggestions during scoping in 2013 for potential routes to complete the Missing Link. SDOT mapped all possible route segments identified in the public scoping period, along with several additional segments suggested by SDOT staff and consultants.”

I bring to your attention that in the scoping letter of August 30, 2013, from the Seattle Freight Advisory Board, which is to advise the City on matters relative to the operations of freight in the City, that the Seattle Freight Advisory Board (“SFAB”) requested it take into account two routes. The first one that SFAB suggested be considered, 9th NW to Leary NW and cycle tracks on Leary to NW Market, is one of the routes that they have identified. The second route was the route from 9th NW and NW 45th, north to NW 46th, along NW 46th west bound with bike lanes on the north side, to 17th NW, north on 17th NW to Ballard Avenue, west on Ballard Avenue to 22nd NW, north on 22nd to NW 58th, connecting the NW 58th greenway, then west to Seaview; or west to 28th NW and south on 28th to NW 54th and the Locks. Therefore, this would make NW 45th the major truck street from Shilshole to Leary, making NW46th a calm access street with bike lanes on the north side to 17th NW, and remove the major safety conflicts between bikes and the railroad tracks on NW 45th. This gives the permanent placement of a major truck street to serve the maritime and other industries located in the Ballard-Interbay North End Manufacturing & Industrial Center, and safety for the bicyclists so they would not be on 45th. This was not looked at in the Screening and was not developed as one of the possible locations or potential solutions to the Burke Gilman Trail.

15-002

I also bring to your attention in the DEIS Statement, Figure 7-2, which defines the Roadway Hierarchy. When you look at the Roadway Hierarchy that it defines, Shilshole is a principal arterial. Shilshole is a major truck street and defined as such, and it is the only major truck street west of 15th NW to serve the entire industrial and marine area in the north end. So therefore it has extreme importance to all industrial users on Shilshole and extends from Shilshole all the way over to the Locks.

15-003

Next, I would like to bring to your attention the design areas that they show on the maps on Figure 1-3, Figure 1-4, Figure 1-5 and Figure 1-6. Each of these show proposed routes to complete the missing link; I will just take a couple these places to identify the problem with the south and north side of Shilshole and the other areas. Obviously, from the previous information, 58th as a current greenway should be considered as being useful for bicyclists and pedestrians and keep them away from the major truck street which has a lot of congestion.

15-004

On the Figure 1-3, they show Typical Section NW 54th, a 66 foot Right-of-Way. I bring to your attention that in all the information I see, they have not identified the area going west between 24th NW and the Locks as an industrial use area, nor identified its driveways.

15-005

Bringing your attention to Land Use Discipline Report, Table A-1, pages A-1 and A-2, specifically the properties which are impacted by the South Trail. In that, there is not one property or driveway that is identified west of 24th NW to the Locks. Therefore, heavy industrial users are Ballard Transfer, Lieb Marine, Pacific Fisherman, Snow & Company (a boat builder), Ballard Oil Company, Gardner Boat Repair, Pipes Marine Repair, Stabbert

15 - 002 This is correct. Shilshole Ave NW is both a principal arterial and a major truck route and SDOT recognizes the importance of the corridor to the uses in the study area.

15 - 003 All of the potential routes that were identified during the scoping process in 2013 were included in the alternative screening process. A graphic showing all 55 possible route segments was presented at the project open house held on June 18, 2015, and can be found at the following link: http://www.seattle.gov/transportation/docs/2015_6_16_BGT_consolidated.pdf. As noted on the graphic, 58th Ave NW was included as a possible route, but was eliminated from further consideration because it is a well-functioning greenway, would not provide a direct route, particularly for pedestrians, and would cross a high number of existing residential driveways. In addition, it would have been difficult to make an acceptable north-south connection to the existing trail.

15 - 004 The Final EIS includes additional information regarding both the land uses along the unimproved NW 54th St right-of-way and the driveways in that area. The Preferred Alternative does not travel along the unimproved NW 54th St right-of-way.

15 - 005 SDOT inadvertently left these properties out of Table A-1 in the Land Use Discipline Report. The FEIS includes additional information regarding the land uses along NW 54th St and potential impacts to them to correct this mistake. FEIS Technical Appendix A contains an Errata and corrected tables for the Land Use Discipline Report (Volume 3 of the FEIS).

15-005

Yacht and Ship, a major shipyard along with Pacific Fisherman, McGinnis Marine (a marina), Sure Marine (a marine supply facility), Sea and Shore Construction Company, and Jacobsen Marine Terminal.

15-006

With the lack of that being considered in the DEIS for the South Shilshole route, consider that all of those have only two accesses, one of which is 24th Avenue NW, which is inbound, and the second being 26th Avenue NW, which is outbound, both of which are impacted by anything on Market Street or anything which would be continued from Shilshole down along 54th Street NW.

15-007

The Land Use Discipline Report also shows on page 5-5, Figure 5-1, Ballard Interbay Northend Manufacturing Industrial Village and Ballard Hub Urban Village, showing the amount of linear feet of impact. If you add in the businesses which I believe are excluded from Table A-1, pages A-1 and A-2, I think you have to add close to another 2,000 linear feet of industrial utilization of those properties which would be highly impacted by the South Alternative; and then there is impact by the North Alternative, especially since they highly impact the only driveway out of this area, which would be at 26th NW. The Ballard Avenue route has some impact and the Leary route also has some impact.

15-008

If you go to page 5-8, you can see that in 5.3.2 Operation, Figure 5-2, they show industrial land uses along Shilshole South Alternative, yet without these [excluded entities] included, it skews the numbers, because 54% does not exist anymore. And then on top of that, further on, I will try to point out in some of the other studies that it is not clear if they consider the water side of industrial properties, which if it is water dependent and/or water related, then the water side is equally important; in fact it is more important than the

15 - 006 The Final EIS includes additional information regarding the land uses along the unimproved NW 54th St right-of-way and the transportation impacts from each alternative on these uses. The Preferred Alternative does not travel along the unimproved NW 54th St right-of-way between 24th and NW and the Ballard Locks, but does use NW Market St.

15 - 007 Your comment noted. The analysis of land uses in this area has been revised for the FEIS. The method for estimating affected impacts used in the DEIS only the parcels immediately adjacent to the trail. This has been modified in the FEIS for the NW 54th St area to include the water-fronting parcels. Additional information on potential significant impacts to streets and driveways is provided in the Transportation section of the FEIS.

15 - 008 The land use analysis has been revised in the FEIS to include affected properties among those described in the comment. Please refer to Chapter 4 of the FEIS.

15-008

uplands area that is being serviced for the vessels because most of these properties have, I am going to estimate, a two to one ratio of water side, yet I don't believe it is included in the square footage whatsoever.

15-009

Going further on in the Transportation Discipline Report, we look at conflicts. If you take Table 4-3 on page 4-11, and add up the Daily Total of Driveway crossings on the Shilshole route, you will find that there are roughly 4,050 crossings through those very few businesses that are listed. Again, everything west of 24th NW is not listed as part of those driveways, so therefore there is a very strong impact on some of these driveways. In fact, of the only two driveways that come in to Ballard Oil and Stabbert Yacht and Ship, most of the big trucks have to back in or back out, which would be backing directly across the Trail in very narrow corridors. Ballard Transfer loads and offloads large pieces of equipment onto truck and trailers from highway trucks and then loads it into smaller trucks to deliver into the city. They do a lot of work with hospitals transporting gamma knives, cat-scanners, and other large medical equipment, as well as large freight for maritime vessels. So there is a dramatic increase in the amount of crossings in those driveways compared to the 4,050 total that is listed in Table 4-3 on page 4-11. That is what I would consider a highly increased north-south movement across what is perceived by the Shilshole South Alternative.

15-010

If you go to Table 4-8 on page 4-20, and look at the daily bicycle counts and estimated pedestrian volumes on the Burke Gilman Trail at 9th Ave NW on Wednesday 7/22/15, 1720 bicycles and 565 pedestrians is roughly 2400 crossings per day. To me there is a significant amount of conflict when you have perpendicular crossings with no

15 - 009 Please see the Final EIS Chapter 7 and Technical Appendix B, Transportation Discipline Report (Volume 3), for additional analysis regarding driveway operations for the various alternatives, including the Preferred Alternative. The analysis has been clarified to describe the driveway uses and includes driveways along the unimproved NW 54th St right-of-way. SDOT has prepared a discussion of design and safety features, which is included in Section 1.7.1, Roadway Design and Safety Considerations, of the Final EIS.

15 - 010 Please see response to comment 15-009. Table 4-9 of Technical Appendix B documents the existing conditions for daily bicycle and estimated pedestrian volumes. The Final EIS includes additional analysis of vehicle classification at driveways.

Also, please see Final EIS Section 1.8 of the FEIS for a table that assesses the potential interactions between traffic hazards among different types of users, including potential sight distance conflicts.

15-010

sight distances on South Shilshole of 2385 bikes/pedestrians versus 4050 trucks/cars; it is an accident about to happen. When we start talking about safety issues, in particular crossings and driveways, look at the original figures that show driveways: a driveway on 56th NW, which is a private residence and which sometimes may be used and sometimes not, is defined as a driveway with maybe one crossing a day of one vehicle. Shilshole Avenue on the south side, at Salmon Bay Sand and Gravel, with two driveways that go in and out of the concrete mixing section, and that constitutes 325 truck crossings a day, is defined as two driveways. They show each one of them as a driveway, which again, does not give a true picture of what the conflicts really are and the impact the Shilshole South Alternative would have. It would give a truer picture to show type-of-vehicle crossings per driveway for each option.

15 - 011 Please see the updated project description and analysis for the Build Alternatives in Final EIS Sections 1.6 and 7.3, as well as Technical Appendix B (Volume 3). The final design of the Preferred Alternative includes improvements to intersections to allow crossings of Shilshole Ave NW.

15-011

When you look at the conflicts regarding Shilshole South, Table 4-9 on page 4-23, of the Transportation Discipline Report, they show the peak hours of the amount of bicycles and pedestrians. I note their comment:

“The counts at 9th Ave NW, the closest location to the study area, also indicate that bicycle volumes are typically higher on weekdays than on weekends (see Table 4-8). This is likely because of the high number of commuters who use the BGT compared to recreational users.”

So during the week they would have the higher numbers and on top of that, most of those people are pairing off; if you look at Figure 4-10 of the Discipline Report, you will find that the counts show that an extreme amount of people are moving north bound, which would require them to leave the Burke Gilman Trail crossing Shilshole, a major truck street, and creating more conflicts crossing Shilshole.

7

15-012

I do not agree with the truck counts that are in the traffic count saying Leary is a heavier used street. I believe Shilshole is a heavier used street. But that is not as important as the fact that you are creating 4,050 vehicle and 2400 bikes & ped crossings, and now a large portion of those are crossing and going up through Ballard, which is causing a secondary conflict across Shilshole NW. So, again I don't believe that the conclusions drawn from those two Discipline Reports are effectively what is identified in the DEIS. I think that this is a continuing problem.

15-013

I will now address the Economic Considerations Report. In this Report, on page 3-1 of Chapter 3: Affected Environment, Section 3.1 Selected Study Area, they say the study area extends north of Leary Ave and Market Street for 1/2 mile showing that properties north of that will be affected by being of higher value because they are closer to the Burke Gillman Trail. Yet, if you look at the very last sentence, it says "Water areas and rights of way were excluded for purposes of economic analysis." I know economics is not supposed to be one of the things that are considered. It was going to be looked at in the DEIS. When you actually look at the impact of water areas and rights of way south of Shilshole, it is dramatic in the economic impact. In fact, I find it hard to believe that the maritime industry will survive if the BGT takes the Shilshole South Alternative with its lack of sight distances and dangerous intersections. Law suits will be the norm.

15-014

Also note in the last sentence of the beginning paragraph on page 4-7 of the Economic Considerations Report, "There has not been previous research examining the economic link between multi-use trail operation and industrial property value or business activity." I think that in itself speaks to the fact that nobody has really done even a cursory

15 - 012 The vehicle, pedestrian, and bicycle volumes are based on traffic data gathered for existing conditions as described in Chapter 4 of Technical Appendix B (FEIS Volume 3). The potential impacts of proposed alternatives are documented in Chapter 5 of Technical Appendix B.

Also, please see Final EIS Section 1.8 for a table that identifies potential traffic hazards and assesses the potential interactions among different types of users, including potential sight distance conflicts.

15 - 013 What is meant by stating that the economic analysis excluded water areas and rights-of-way is that the economic analysis focused only on the property parcels within the study area, specifically those parcels identified in the land use analysis. The property-level impact analysis fully assumes that access to things like water and transportation are vitally important to understanding how businesses might be impacted by the construction and operation of the BGT Missing Link.

15-014

analysis of what the impacts would be. There are additional operating challenges if you go to the last sentence of the paragraph under the heading *How Multi-use Trails Negatively Affect Property Value*,

“These additional operating challenges are likely to increase costs of production for these users, and these costs are unlikely to be passed on to consumers due to competition from producers elsewhere in the region.”

The maritime industry region is not as robust as some would like it to be. It is approaching critical mass. The industry is going to have to go outside the state of Washington if we compromise the ability of these shipyards and these suppliers to supply the largest maritime fishing industry in this nation, which is home ported and operating from the Seattle area. It has a dramatic economic impact.

15-015

On page 4-9 of the Economic Considerations Report, in Table 4-1 regarding the study of intersections, they state that it was only going to be a few seconds delay, in fact almost no seconds in the Shilshole South Alternative. This represents the largest deduction in the average delay time. I question the validity of that statement. Driveway delay for large trucks west bound, for instance, Salmon Bay Sand and Gravel off the major truck street, which is supposed to be conducive to WB67 trucks, will be dramatically impacted. They will have to cross an oncoming lane of traffic; they will have to cross where commuters say they are not going to use the Burke Gilman Trail to commute because it would be too slow and too highly impacted by giving rights to trucks for getting into driveways. And then they will have to cross the Trail which will have people and recreational bikes on it, and if we look at the numbers, we are talking about, 2,000 people a day, whether bikes or pedestrians, and at various speeds. That equates to 2 people every minute. I agree it will be a larger group and then a smaller group, but big truck’s WB67 is

15 - 014 Your comment is noted. Impacts to specific businesses that threaten their viability may impact the broader economy if those businesses’ productive value cannot be accommodated elsewhere in the region by comparable industries. The net impact of these changes would have to consider the economic value of the type(s) of enterprises that might replace them on these properties. However, as stated in the Final EIS, while the Preferred Alternative may negatively impact adjacent businesses, SDOT does not anticipate it would threaten the viability of those businesses.

15 - 015 The Economic Consideration Report (Technical Appendix E of the DEIS) estimates traffic delays based on information in the Transportation Discipline Report (Technical Appendix B of the DEIS). The delays reported in Table 4-1 of the Economics report are for intersections, not driveways. Refer to Chapter 7 of the FEIS and Technical Appendix B of the FEIS (Volume 3) for further discussion.

15-015

literally 75 feet overall which is allowed in the state, and several of those a day go into each one of those locations to service the maritime and/or the need for concrete in the industrial areas. Ironically, Salmon Bay Sand and Gravel provides a substantial amount of materials that go into building bike trails and roads for SDOT.

15-016

As it states in the second to the last paragraph on page 4-9,

“However, businesses may reduce exposure to delay costs by adjusting their delivery and drive schedules to times of day and days of the week with relatively few pedestrian and bicycle travels on the BGT Missing Link.”

Literally, from all indications in the DEIS, this would be on weekends. The construction and maritime industries do not have the luxury of choosing their delivery schedules. They cannot choose when a vessel is arriving at the shipyard, or when it leaves. There is not a lot of ability to adjust their delivery and/or receipt times.

15-017

Note the very last sentence on page 4-9, “However, the full extent of any potential increases in business costs under the 2040 Shilshole South Alternative and how these costs compare to the 2040 No Build Alternative are unknown.” Many things are unknown and therefore, I believe, are not reflected properly, or at least in my opinion in the DEIS.

15-018

I now want to draw your attention to Operational Impacts and Benefits. These are presentations that were made to the general public. All the presentations have the same issue, and that is they again show a very biased analysis of what might happen in the various alternatives. When they talk about driveway delay, they show all three being about the same amount with one thumb down and yet all of those, including the Shilshole South, will have a dramatic driveway delay impact. Parking on all of the Alternatives is extremely

15 - 016 The increase in driveway delays may increase costs of operating businesses in the study area. To the extent that the businesses and properties that operate these driveways are dependent upon driveway traffic to maintain a profitable enterprise, these delays could result in higher costs of production.

15 - 017 The full paragraph from which the statement is quoted refers to the potential impact from higher volumes of pedestrian and bicycle traffic near industrial businesses and in loading and unloading zones that might increase the localized probability of industrial vehicle involved bicycle and pedestrian conflicts. In this situation, business operating expenditures could increase due to higher costs of insurance. While the full extent is hard to pinpoint, higher costs of insurance have been identified as a potential effect.

15 - 018 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. For a full description of operational impacts for Parking and Transportation, please see Chapters 7 and 8 of the Final EIS. For analysis of the impacts to the maritime industry and land uses, please see Chapter 4 of the Final EIS.

15-018 impacted. Freight mobility is shown as only being impacted by the Leary Alternative. This is really not true because the majority of heavy-duty industrial freight is using Shilshole and they show no impact of that. Ironically, they show the impact to the Ballard Farmers Market for Ballard Avenue being one thumb down, but they don't show how the impact to maritime/industrial is going to be on any of these Alternatives. It is identified as what is going to happen to the community, and this is about the potential of having maritime and industrial business continue to be here, and primarily most of it is maritime.

15-019 The last thing I would like to point out on the presentations is the next step. They show that the public hearings took place on July 14th and 16th, in-depth briefings for stakeholders and organizations. Again, I question the validity of those hearings.

15-020 They then state they will develop a prudent alternative based on public input. It has been said at many, many, many of these meetings this is not a point of "vote for which one you want," but this is to look at what information the DEIS is providing. Ironically, they are going to put out an EIS that is to help shape the decision, yet the current DEIS is flawed and the public will never see the final EIS before the preferred Alternative is determined. It appears that the majority of people that responded on this were responding to what their choice was, not necessarily to valid information on the EIS.

15-021 Finally, I would like to reiterate the major points that I have tried to make in these comments. We do need to complete the Missing Link. We need to do it safely and we need to do it with the least impact to the economic basis of this community, the diversity of the businesses, and the jobs involved.

15 - 019 In compliance with the State Environmental Review Process (SEPA) (WAC 197-11-510 and 535), SDOT notified the public as to the release of the Draft EIS and invited comment on the document. As noted, two public hearings were held in July 2016 to obtain oral testimony. Court reporters were present to record the testimony. Copies of the transcript, along with responses can be found in Volume 2, Comments and Responses. All comments received on the Draft EIS are included in Volume 2 to the FEIS along with responses to the comments. This process complies with SEPA regulations.

15 - 020 Your comment is noted. Because of the complex and controversial nature of this project, a Preferred Alternative was not identified in the Draft EIS. Instead, SDOT opted to review all of the alternatives and weigh public comment. Of the approximately 4,400 comments received on the DEIS, comments and concerns included a wide array of topics, including numerous comments that included a choice for the alignment location. The purpose of the DEIS and the public comment period is to obtain feedback on the review of the project. SDOT weighed all comments received, and did not choose a Preferred Alternative based on the route that obtained the most favorable comments.

The selection of the Preferred Alternative came about through a series of design workshops and stakeholder meetings, some of which were attended by the commenter. Section 1.4.2 of the FEIS describes the Preferred Alternative selection process in further detail. A variety of factors, including concerns voiced by adjacent property owners, were included in the final decision.

15 - 021 Your comment is noted.

The irregularities that stand out are:

- 15-022 • The DEIS did not recognize any industrial uses on NW 54th St between 24th and 28th NW, or even the Locks
- 15-023 • The industrial driveways are to receive consideration as a safety concern according to the DEIS and the driveways on NW 54th from 24th to 28th Ave NW were not included or analyzed in the DEIS - a serious omission;
- 15-024 • Driveway counts are not differentiated between residential or industrial uses. So a driveway with one car per day is counted the same as a driveway used multiple times by trucks and other commercial vehicles;
- 15-025 • Driveways on both sides of NW 56th were counted, yet only driveways on one side of the street on Shilshole Ave NW were counted, giving the false impression that Shilshole Ave NW has fewer driveways;
- 15-026 • The report states that 4,050 vehicles enter or leave driveways along the impacted segment of Shilshole Ave NW each day. The report also states 1,720 bicycles and 565 pedestrians are estimated to use Shilshole Ave NW daily. This volume of traffic would seem to be a safety concern that deserves more consideration and analysis. Sight distances from driveways and the fact that trucks need to back out of driveways along Shilshole and NW 54th were not examined as significant safety issues;
- 15-027 • Salmon Bay Sand and Gravel deserves special attention; 325 trucks use their south driveway daily. Yet, the PM truck-count shows 5 trucks per hour which would be at the slowest time of their day and not reflective of their

- 15 - 022 The FEIS and the Errata in Technical Appendix A (Volume 3) include additional information regarding the land uses along NW 54th St.
- 15 - 023 Additional analysis was completed for driveways along all alternatives including the Shilshole South Alternative and driveways along the unimproved NW 54th St right-of-way. In addition, SDOT has prepared a discussion of design and safety features, which is included in Section 1.7.1, Roadway Design and Safety Features, of the Final EIS.
- 15 - 024 Please see Chapter 7 of the Final EIS and Chapter 4 of Technical Appendix B (Volume 3) for additional detail on vehicle classification at driveways and driveway volumes. Additional driveway counts collected for the Final EIS included residential, commercial, and industrial driveways.
- 15 - 025 Please see Chapter 7 the Final EIS and Chapter 4 of Technical Appendix B (Volume 3) for additional analysis on driveways on both sides of Shilshole Ave NW. Driveways on both sides of NW 56th St were not included in the Draft EIS or Final EIS because the proposed alternative on NW 56th St would only travel along the south side of the street.
- 15 - 026 Please see Final EIS Section 1.7.1, Roadway Design and Safety Considerations, for additional analysis of design measures to address safety and sight distance concerns during final design. Also, please see response to comment 15-009.
- 15 - 027 The analysis methodology assesses impacts during the PM peak hour, when traffic impacts would be greatest for all modes. Please see Chapter 3 of Technical Appendix B (Volume 3) for a description of the analysis methodology.

15-027

use. All truck counts should be between 0700 and 1500 hours when trucks are out and operating and freight is moving;

- The impact to parking from completing the Missing Link is listed as follows:

Parking spaces eliminated:

Shilshole North (industrial)	227 spaces
Shilshole South (industrial)	261 spaces
Ballard Ave	193 spaces
Leary Way	103 spaces

15-028

The numbers speak for themselves and appear to be accurate. The State has asked that this industrial area not be further impacted.

15-029

- 54th Ave NW is listed as a 66 foot wide street. What is not included in the report is the bank of the street that makes much of it unusable, shifts the width of available right-of-way dramatically. Normal traffic is already difficult without the addition of a designated, exclusive bike/pedestrian lane on NW 54th Ave.

15-030

- Maritime Industrial users are especially vulnerable as they have no option to relocate if the Trail significantly impacts their operation. It is not clear if the DEIS includes all the square footage (water and uplands) and maritime in the analysis of industrial usage.

15 - 028 Seattle Comprehensive Plan Policy T42 states that it is the City's general policy to replace short-term parking only when the project results in a concentrated and substantial amount of on-street parking loss. This project would not remove parking spaces in a concentrated or substantial manner. Parking removal would be spread out along the alignment. The alternatives evaluated for the Missing Link, including the Preferred Alternative, would eliminate between 82 and 344 on-street parking spaces. The maximum amount of parking in the study area that could be removed is 9% of all on- and off-street parking (under the Preferred Alternative), and there is on-and off-street parking capacity within the study area to absorb the loss of parking. This project is consistent with the City's policy direction and overall City planning goals to reduce dependency on single-occupancy vehicles. However, SDOT would implement mitigation measures for parking as described in Section 8.4.1 of the Final EIS.

15 - 029 The Final EIS includes additional information regarding both the land uses along NW 54th St and the driveways in the unimproved NW 54th St right-of-way area. The Preferred Alternative does not travel along the unimproved NW 54th St between 24th Ave NW and the Ballard Locks.

15 - 030 Refer to the response to Comment 15-005

15-031

We recommend a supplemental DEIS that addresses these irregularities as they relate to safety as the next step in the process. The decision makers and the public have a right to have an accurate and impartial Final EIS.

15-032

It would appear that any alternative to Shilshole Ave North or South would be safer for users of the Trail. NW Market St has safety implications on the south side at 24th NW and 26th NW. A route using NW 58th (Greenway) would be the safest for bike and trail users and have the least impact on the Ballard community.

15-033

I believe the final answer will be found by bringing together knowledgeable stakeholders with accurate information to work on a solution that is safe for users but not compromise the Ballard commercial, maritime and industrial community.

Respectfully submitted,

Warren R. Aakervik, Jr.
 Past Seattle Freight Advisory Board Member
 Past Owner of Ballard Oil Company

- 15 - 031 Safety considerations were taken into account in all four build alternatives presented in the Draft EIS; however, based on the comments received on the DEIS, Section 1.7.1 of the FEIS has been revised to better describe the possible measures that can be employed to improve safety and reduce hazards associated with the operation of the trail.
- 15 - 032 The Greenway on NW 58th Street was evaluated during the alternative development process, but was eliminated for inclusion as an alternative for the Missing Link due to the additional length, indirectness of route, narrow right-of-way width on NW 58th Street, and the inability to maintain the consistency and feel of a regional multi-use trail.
- 15 - 033 SDOT engaged with several stakeholders while deliberating on a solution for the Missing Link, as summarized in Section 1.4.2, Development and Selection of the Preferred Alternative. SDOT will continue to coordinate with adjacent businesses, property owners, and interested stakeholders as the design process continues.

Letter No. 16

**Review Comments on Draft Environmental Impact Statement for the
Burke-Gilman Trail Missing Link Project**
July 28, 2016

	Reference	Comment
16-001	Global	To collect and summarize the pros and cons of the alternatives, include a comparison, for example, the existing table of thumbs-up / thumbs-down symbols shown at the public meeting on 14 July 2016. http://www.seattle.gov/transportation/docs/bgt/BGT_Welcome%20Boards_ForWebsite.pdf
16-002	Global	The Shilshole South alternative: 1) Is the safest alternative for all, because it has fewer intersections, and the best sightlines for driveways 2) Has the best directness, best flatness, requires the least roadway reconfiguration, has the least impact on pedestrians and transit, and best maintains the feel of the BGT as a multi-use trail. 3) Allows for future modification to exploit the full right-of-way after the BTR lease expires. The trail could be widened, additional parking could be added, etc., as the Ballard population grows, and demand for trail facilities increases. 4) Doesn't impact any cultural resources. 5) Improves home values (Appx E pg ES-1) without impacting residential parcels. 6) Reduces the average intersection delay the most; Leary alternative more than doubles existing delays. 7) It crosses 41 driveways, but many are inactive or have low activity, especially during evenings and weekends when trail use is highest
16-003	pg ES-10, Table ES-4	The table of Operational Impacts states that Shilshole South provides "Similar recreational experience to existing BGT". However, additional recreational advantages such as access to street ends and waterfront need to be added. SDOT website's Shoreline Street Ends page identifies 149 street ends, and says "These 'shoreline street ends' are precious community assets designated by the City of Seattle (City Resolution 29370, adopted in September 1996, followed by Ordinance 119673 in 1999) as special rights-of-way that should be preserved and improved for public use." There are also mini-parks on street ends, such as Lynn Street park. http://www.seattle.gov/transportation/stuse_stends.htm
16-004	pp ES-12, ES-13; Appx E, pg 4-7; Appx A, page 6-1	In the main Study's Summary of Mitigation Measures and in the Economic Appendix (Appx E) in a section about impact on property values, remove references to flaggers, or make clear that they are only necessary during construction. The Transportation Appendix (Appx B) mentions flaggers only during construction, which is appropriate. Flaggers are not necessary during operation, due to mitigations mentioned in the study, such as flashing beacons (e.g. page 7-49), signage, improved driveways, mountable curbs, etc. Additional mitigations for a few critical location, if necessary are available, such as audible warnings activated simultaneously with beacons. These mitigations (especially the automated warnings) are fully sufficient to address paragraph 27 of Hearing Examiner's Decision W-12-002 and eliminate the need for businesses to provide flaggers and eliminate the associated economic impact. These mitigations are easier to incorporate on Shilshole South, due to the large right of way, and fewer number of crossings.

16 - 001 The Executive Summary in the Draft EIS contains several tables that compare impacts between the four build alternatives analyzed. The Executive Summary of the Final EIS focuses on the Preferred Alternative and provides an overview of impacts associated with the Preferred Alternative as compared to the original alternatives.

16 - 002 Your comment is noted.

16 - 003 Shoreline Street Ends are discussed throughout Chapter 5 (Recreation). The fact that the Shilshole South Alternative would increase access to Shoreline Street Ends has been added to Table ES-4.

16 - 004 The use of flaggers was intended only during construction activities, and not during operation of the trail. The text of the Final EIS has been revised to clarify when the use of flaggers is anticipated.

16 - 005 Comment noted. The Preferred Alternative meets the project objectives stated in Section 1.2.

16 - 006 The City of Seattle regulations and policies are in place to protect and manage all types of land uses. Section 4.1 of the FEIS identifies that the potential for an alternative to cause significant adverse impacts was identified if there is a permanent loss of land uses that are preferred under the adopted City of Seattle policies.

16 - 007 Section 4.2.2 describes the use and activities in enough detail to analyze the potential impacts and appropriate mitigation measures under SEPA. These are typically minor activities and uses that are not expressly authorized by permit. The comment regarding what constitutes the best use of the right-of-way is acknowledged.

16 - 008 Your comment is noted. Bike racks are available on buses and stationary bike racks at bus stops. The Land Use Discipline report is not being updated as part of the FEIS, and clarification of this point would not change the analysis or conclusions in any way.

16 - 009 The term residential land use area includes the land area (square footage) in the residential use area, not square feet of living space.

Reference	Comment
16-005 pg 44, pg 114	As stated in the Study, the Missing Link should maintain the design & feel of the current multi-use BGT. This objective would be extremely easy to accommodate by adopting the Shilshole South alternative, but extremely difficult for the other alternatives.
16-006 pg 89	Adopted City of Seattle policies prefer water-dependent, water-related, and industrial uses. These policies are being overcome by the increased number of residential units in Ballard. The web site of Salmon Bay Sand & Gravel emphasizes truck transportation, which implies that they are less dependent on barges and they are using trucks for the most of their needs.
16-007 pg 92	"Storage, parking, and other activities occur on some of the vacant railroad corridor parcels." Clarify this section to explain what is being stored on vacant railroad corridor parcels, what sort of parking is occurring, and what the "other activities" are. It would be better to use these vacant parcels for a trail or for public uses that generate revenue for the City.
16-008 pg 94, Appx A pg 4-3	Clarify bicycle racks -- there are bike racks attached to the front of buses as well as stationary bike racks installed on the street at bus stops.
16-009 pg 94, Figure 4-4	In the pie chart, clarify residential land use area -- does it reflect multi-story condos? Is it land footprint or square feet of living space?
16-010 pg 4-8	Section 4.2.5 on Urban Villages states that "non-industrial uses are discouraged or prohibited in industrial areas". However, as shown on Figure 4-5, Fred Meyer, Hale's, and numerous restaurants and retail establishments are located throughout zone IG2 (General Industrial), which is consistent with the commercial mix allowed in IG2. It appears that population growth in Seattle may lead to additional pressure to expand IG2 and residential / commercial uses. Add an explanation that the Shilshole South alternative reflects the non-motorized transportation needs of this evolving zoning.
16-011 pg 99	Typo: "land areas with 200 feet of the ordinary high water mark" should be "land areas within ..."
16-012 pg 102	"improvements ... could even discourage new and expanded industrial uses" Please revisit this statement. New and expanded industries could get tax credits, carbon offsets, and goodwill for encouraging their employees to commute via the Missing Link. It could be a recruiting tool. The Missing Link is not embedded in the middle of the IG1 zone; it travels along the edge, and can give employees easy non-motorized access to the commercial activities in the IG2 zone directly across from IG1. Bike-themed industries could be attracted to locate near the Missing Link.
16-013 pp 103-104; Appx A pg 5-2	"The BGT is used for both commuting and recreation". The BGT is the lifeline of "Move Seattle". Update this section to show that the BGT is also used for running errands, accessing businesses, accessing health care, and all kinds of personal business.
16-014 pg 106; Appx A page 5-9, Appx A page 5-17, Appx E, page 4-9	"Where the trail intersects access locations, vehicles would need to stop and check the trail for pedestrians and bicyclists before advancing." Vehicles already need to stop and look both ways every time they enter the street. This is not new. Add explanation that the Missing Link includes multiple safety features that will improve predictability for all parties.

16 - 010 Land use regulations vary by zone. All industrial zones allow minor non-industrial uses. Larger retail uses like Fred Meyer are no longer allowed in IG1 and IG2 zones. Restrictions on such uses have been strengthened in recent years, in order to protect Seattle's manufacturing and industrial base. All alternatives would improve non-motorized access to and within the study area.

16 - 011 Your comment is noted.

16 - 012 The Operation analysis under "Effect on Existing Land Uses" in Chapter 4.3.2 of the DEIS acknowledges the potential for all of the build alternatives to "provide a connection between the existing trail ends, thus providing a dedicated, nonmotorized connection between surrounding neighborhoods, and connecting trail users to parks and open space, businesses within the study area, and employment opportunities." However, the section goes on to describe why completing the Missing Link could have adverse impacts on freight and industrial uses.

16 - 013 Regional trails, including the BGT, are used for accessing any number of uses and location types. All possible uses of the BGT are not included in the EIS for ease of review. The lack of inclusion of these uses does not diminish the importance of the regional trail connection.

16 - 014 Refer to Section 1.7.1 of the FEIS for a discussion of Roadway Design and Safety considerations that can be employed to improve predictability for trail users and vehicles.

16 - 015 Under the significance thresholds identified in the Land Use chapter, a significant impact would occur if it would be likely to cause the permanent loss of land uses that are preferred under adopted City of Seattle policies. The Draft EIS acknowledges that the loss of the use of the right-of-way may impact the access to some businesses. Depending on the severity of the impact, the potential change of access could require mitigation that would improve both safety and operations.

Reference	Comment
16-015 pg 106; Appx A page 1-6, Appx A page 5-9	The Transportation Discipline Report (Appendix B) states that "Businesses that are currently using the public right-of-way for loading and unloading activities would no longer be allowed to continue this unpermitted use under the Build Alternatives." Impact on undesignated loading spaces should not count as adverse impact, especially if the public right of way is being used for an unsafe activity that could be accomplished safely on private property. The City may have an opportunity for permit revenue.
16-016 pg 106; Appx C, page 5-3; Appx D, page ES-2; Appx E, page 4-10	The study indicates that Shilshole South would remove 261 parking spaces. This appears to be a large number, based on the 20-30% design, not the design shown at the 14 July 2016 Public Hearing. Please check the accuracy of parking impacts throughout the study, for example, Appendix C, page 5-3: "The south side of Shilshole Ave NW and NW 45th St would largely have no parking from where the multi-use trail intersects Shilshole Ave NW between 24th Ave NW and 22nd Ave NW until 11th Ave NW." For comparison, a display board at the public hearing on 14 July 2016 showed 22 feet of angled parking for Shilshole South. http://www.seattle.gov/transportation/docs/bgt/BGT_Welcome%20Boards_ForWebsite.pdf Furthermore, as a percentage, losing one parking spot on Shilshole Ave N has much less impact than losing one parking spot on Ballard Ave or Market Street. Converting free parking in Shilshole Ave NW to paid parking is an opportunity for the City to collect parking fees.
16-017 pg 106, Appx A page 5-9	Explain what is meant by double- or triple-parking. If such parking is illegal, then its removal should not count towards the number of spaces being removed.
16-018 pg 107	A handful of businesses should not expect exclusive use of the public right of way. Otherwise they are appropriating an indirect subsidy. As shown in Appendix E Table 4-1, the Shilshole South alternative actually reduces average delays by 7%. The Missing Link creates a "virtuous cycle", where conversion of motorized to non-motorized travel further improves traffic.
16-019 pg 113	The Ballard Avenue alternative impact section states that cycling is encouraged in urban villages. It would be safer to ride around the outskirts of the village, park your bike, and then walk into the village. Recently, the City added numerous bike racks so that people would park their bikes when they enter the village and then walk within it. One or more connector segments (or portions thereof) could also be developed to promote this multi-modal pattern. Therefore, Shilshole South is more consistent with adopted plans, policies, and codes.
16-020 pg 5, pg 122; Appx A pg 1-1, Appx C pg 1-1	The Sammamish River Trail (SRT) is mentioned only briefly in passing. It's important to note that the BGT connects directly to SRT, and the SRT acts as an 11-mile extension of the BGT, stretching all the way to Marymoor Park, and acting as a non-motorized transportation backbone for the entire region.
16-021 pgs 126 - 127	Add the Ballard Criterium bicycle race to the list of recreational events in section 5.2.4. This event has a large positive impact on Ballard Ave businesses. http://apexracing.org/ballard-criterium/

16 - 016 The information displayed at the public open house on July 14, 2016 was from the Draft EIS, specifically the alternative maps with cross-sections presented in Chapter 1 of the Draft EIS. The typical 110-foot right-of-way shown along Shilshole Ave NW on the board at the public meeting is east of 22nd Ave NW. Along Shilshole Ave NW, angled parking would continue to be located on the north side of the street, parking would be removed along the south side of the street. The sentence on page 5-3 of Draft EIS Appendix C has been revised in the Final EIS to clarify, "The south side of Shilshole Ave NW and NW 45th Street would largely have no parking between 24th Ave NW and 11th Ave NW." Technical Appendix C, Parking Discipline Report, of the Final EIS contains additional details about the parking analysis.

The analysis of parking supply does not assess the value of parking spaces on Ballard Ave or Market St compared to Shilshole Ave NW, as different users have a variety of perspectives on the value of parking spaces in these locations.

16 - 017 Double- or triple-parking is when cars park parallel to an already parked car, typically blocking the car closest to the business. This type of parking often happens at locations such as construction sites and industrial/manufacturing areas where parking spaces are limited and the group of people have the same shift.

As stated in Section 8.2.1 of the Final EIS, unstriped areas of City-owned right-of-way along some blocks of Shilshole Ave NW have historically been used by private businesses for parking and loading, although these areas are not formally organized and have not been expressly approved or permitted by the City. SDOT chose to count all the cars parked—even those double- or triple-parked in order to present a conservative or worst case estimate of the loss of parking.

16 - 018 While private benefit from a public resource is not protected under SEPA, the DEIS analysis confirms that businesses that are currently using the public right-of-way for loading and unloading activities would no longer be allowed to continue this unpermitted use under the Shilshole North Alternative.

16 - 019 Your comment is noted.

16 - 020 Additional information on the Sammamish River Trail has been added to Section 5.2.2 in the FEIS.

16 - 021 Information on the Ballard Criterium has been added to Section 5.2.4 in the FEIS.

Reference	Comment
16-022 pg 132	typo: "each potential alternative routes" should be "...route"
16-023 pg 133	typo: "desirably" should be "desirability"
16-024 pg 134	"some users may choose not to use this trail segment due to the perception of risk from busy intersections and driveways, and prevalence of industrial traffic." All built alternatives include safety features to improve predictability, which in turn improves perception of risk. Shilshole South has the fewest driveway / load zone / intersection crossings, the best sightlines for driveways, and the fewest turns.
16-025 pg 138	"Some connector segments would require trail users to make left turns at intersections, such as at 14th Ave NW and NW Leary Way; 17th Ave NW and NW Leary Way; 20th Ave NW and Leary Ave NW; and Ballard Ave NW and NW Market St." Shilshole South is the most viable alternative because it doesn't need connectors and their associated left turns. Nevertheless, connectors could be added to Shilshole South to serve as access points to historic Ballard.
16-026 pg 145	Designating Market Street as "only" a minor arterial and not a principal arterial doesn't seem to match traffic conditions. In the map on pg 146 it is color-coded as a principal arterial east of 22nd Ave NW. Due to its use as a principal arterial during rush hour, Market Street doesn't lend itself as a multi-use trail.
16-027 Section 7.2.5, Chapter 11, Appx B section 4.2.4.1	Add information about the Pronto Bike Share System. Their website indicates numerous requests for stations along Shilshole South. http://suggest.prontocycleshare.com/page/about Pronto would be a great way for Ballard residents and tourists to visit the Locks and the beach at Golden Gardens, and to patronize local restaurants and businesses.
16-028 pg 157	State whose responsibility it is to install crossbucks. Explain why the crossbucks are missing, and whether or not the trail project will include them.
16-029 pg 157	Study states that BTR moves freight "primarily to the Salmon Bay Sand and Gravel Company." Give the percentage of rail trips that are for Salmon Bay Sand and Gravel. List the other users. Explain the legal basis for the BTR and relationship to the City right of way.
16-030 Section 7.2.8	Explain how the collision statistics relate to each alternative. Figure 7-7 implies that the largest concentration of collisions occurs on Leary.
16-031 pg 167, pg 172, pg 178, pg 182, pg 188	Study states that trail users could have to wait for 15 to 25 seconds for a vehicle to clear the trail. Under existing conditions, large numbers of non-motorized users traverse driveways on Shilshole Ave NW. Freight vehicles are already required to stop for pedestrians and bicyclists before entering the roadway. This should not be treated as a new requirement due to the trail. Even though there may be some increase in the number of users, trail design will mitigate delays, so it will be a wash. "Except as directed otherwise by official traffic-control devices, the driver of a vehicle emerging from any alley, driveway, private property, or building shall stop such vehicle immediately prior to driving onto a sidewalk or onto the sidewalk area extending across any alley or driveway, or onto a public path, and shall yield the right-of-way to any pedestrian or bicyclist as may be necessary to avoid collision , and upon entering the roadway of a street shall yield the right-of-way to all vehicles approaching on the roadway." (SMC 11.58.230) [emphasis added]
16-032 pg 168	Curb treatments, driveway crossing delineation, etc. make motorists more comfortable too, not just non-motorized users. These mitigations make all parties behave predictably.

16 - 022 The text of the EIS has been revised in response to your comment.

16 - 023 The text of the EIS has been revised in response to your comment.

16 - 024 Your comment is noted.

16 - 025 Any left-turns required as part of an alternative would be designed using applicable safety standards. The trail would use the crosswalks to guide trail users through left-turn movements. Please see the Final EIS for graphics and a description of the Preferred Alternative, including the proposed alignment.

16 - 026 The text has been revised to clarify that Market St is also a principal arterial east of 15th Ave NW.

16 - 027 Your comment is noted. The Pronto Bike Share Program is outside the scope of the completion of the Missing Link project, and Pronto ceased operations on March 31, 2017.

16 - 028 SDOT will work with the Ballard Terminal Railroad to determine if additional crossbucks are warranted in some locations.

16 - 029 In 1996, the Ballard Terminal Railroad signed a 30-year operating agreement with the City of Seattle to use the tracks. The Seattle City Council passed Ordinance 118734 to allow the franchise and an operating agreement was signed in September 1997. The percentage of rail trips to Salmon Bay Sand and Gravel is not relevant to the EIS analysis.

16 - 030 The information shown in Figure 7-7 of the Final EIS is reporting collision data for corridors in the study area, not an alternative, between January 2012 and December 2014. This information does not relate to any of the specific alternatives and is provided to give context for the affected environment. The single block segment of Ballard Ave NW between NW Market St and 22nd Ave NW had the highest number of collisions compared to other single block segments in the study area.

- 16 - 031 Your comment is noted. This information is provided to document any and all potential impacts of the trail by scenario. Currently people biking along Shilshole Ave NW would not be blocked by vehicles waiting for a break in traffic to pull out of a driveway. People travelling along the trail could be blocked, as vehicles would be allowed to cross the trail before waiting to turn into the street. Please see the Final EIS Chapter 7 and Technical Appendix B (Volume 3) for additional analysis regarding driveway operations for the Preferred Alternative.
- 16 - 032 Comment noted. The design features improve predictability of both motorized and non-motorized users in the project vicinity, thus reducing the potential for conflict.

16-033
16-034
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16-042

Reference	Comment
pg 169	Describe the sidewalks on the Shilshole South alternative. They are not mentioned in this section of the study, but they were shown on a display board at the 7/14/16 public hearing. http://www.seattle.gov/transportation/docs/bgt/BGT_Welcome%20Boards_ForWebsite.pdf
Section 7.3.3, Freight subsection on page 7-29	Consider comparing Missing Link freight mobility to freight mobility around Lakeside Industries (309 NW 39th St), on an adjacent section of the trail. As stated in the Economic appendix, businesses adapt to trails. The South Ship Canal Trail would also be a good comparison -- there are several water-dependent businesses there with driveways and truck traffic.
pg 173	Define "passing rail". Removal of unused track is an advantage of Shilshole South.
pg 173, pg 178, pg 183, pg 189	How many buildings are built up to the property lines? Are they violating setback requirements? If so, can their owners be assessed extra property tax to help pay for safety features?
pg 183	Study states that safety improvements for non-motorized users for the Ballard Ave Alternative are similar to those for the Shilshole South alternative, but a few paragraphs later, the study expresses concern about collisions between trail users and visitors to the Ballard Farmers Market. Therefore, it should be pointed out that the Ballard Ave Alternative is less safe than the Shilshole South Alternative.
pg 189	Study states that safety improvements for non-motorized users for the Leary Alternative are similar to those from the Shilshole South alternative, but a few paragraphs later, the study expresses concern about collisions between trail users and pedestrians after narrowing the sidewalk on Market St. Therefore, it should be pointed out that the Leary Alternative is less safe than the Shilshole South Alternative.
pg 199, pg 210, pg 211	Study explains that Shilshole Ave has un-organized parking. Update this section to show that the City has developed parking concepts for Shilshole Ave, such as the cross-sections shown at the 7/14/16 public hearing. http://www.seattle.gov/transportation/docs/bgt/BGT_Welcome%20Boards_ForWebsite.pdf The City could create paid parking, assess a property tax increase for those businesses whose employees use that parking, and offer them increased tax credits for encouraging non-motorized commuting and transit.
pg 199	Study states that people park on NW 54th St even though it is not officially sanctioned. Therefore, losing those spaces should not count as an impact.
pg 202	Given the increase in population, why doesn't SDOT have an on-street utilization target for residential and industrial areas? Study says parking turnover is less important for those areas, but what if the area has a parking shortage? Alternatives in the residential areas are already facing parking shortages, so losing a parking space there has more impact than losing a space in an industrial area.
pg 204	Describe parking utilization between 6pm and 8am. Given the large number of new residential units in Ballard, one would think that utilization would be highest in the middle of the night when most residents are home. Shilshole South would have very little impact on residential parking because it is not directly adjacent to many residences.

- 16 - 033 The nonmotorized facility described in the Roadway Network section of the Draft EIS is a sidewalk as well as a path for other users. The public meeting display board showed representative cross-sections at three locations for the Shilshole South Alternative. Please see Chapter 1 of the Final EIS for updated cross-sections of the Shilshole South Alternative.
- 16 - 034 Thank you for your suggestion. Chapter 7, Transportation, of the Final EIS focuses on freight mobility for the project alternatives and includes a new section, Section 7.3.3, that discusses the Preferred Alternative.
- 16 - 035 Passing rail is another term for sidings. These sections of rail allow train cars to pass one another.
- 16 - 036 Numerous buildings are built up to the property lines for all the alternatives. The concern of whether these buildings are violating setback requirements is outside of the scope of this EIS.
- 16 - 037 The various types of safety improvements that were described for the Shilshole South Alternative could also be used for any of the alternatives, including the Ballard Avenue Alternative. The section states that the Ballard Avenue Alternative has a higher likelihood of conflicts between trail users and pedestrians attending the Farmers Market every Sunday.
- 16 - 038 As noted in response to comment 16-037, the various types of safety improvements that were described for the Shilshole South Alternative could also be used for any of the alternatives, including the Leary Alternative. The section states that the Leary Alternative would reduce the existing sidewalk width on NW Market Street between 24th Ave NW and 22nd Ave NW. This section of sidewalk has heavy pedestrian use, thus increasing the potential for conflicts between pedestrians and trail users.

- 16 - 039 Section 8.2.1 of the Draft EIS (page 8-3) described the current parking supply, also referred to as the affected environment. The changes to parking that would occur for each of the alternatives was discussed in Section 8.3. Example cross-sections are shown in Section 1.6 of the Draft EIS. Please see the Final EIS Chapter 8 for the parking analysis for the Preferred Alternative. The City considers parking restrictions such as where paid and non-paid parking spaces are located on a regular basis. The City does not have the authority to assess tax increases or credits based on employee use of parking. Parking-related policies, initiatives, and near-term actions related to supporting the City's overall transportation goals, reducing and managing parking demand are summarized in Chapter 2 of Technical Appendix C (Volume 3).
- 16 - 040 As stated in Section 8.2.1 of the Final EIS, NW 54th St between 26th Ave NW and 30th Ave NW is not identified as a legal City street or public parking area and was not counted as part of the available public parking supply or impacted spaces.
- 16 - 041 SDOT's on-street utilization target for commercial and mixed-use areas is consistent with Seattle Municipal Code requirements to manage paid parking areas. SDOT does not have on-street utilization target for residential and industrial areas, where parking turnover is less important. This project is consistent with the City's policy direction and overall City planning goals to reduce dependency on single-occupancy vehicles. This project would not remove parking spaces in a concentrated or substantial manner as parking removal would be spread out along the alignment.
- 16 - 042 Additional data were collected between 6 and 9 pm in February 2017 and have been added to the Final EIS. Although the overnight (10 pm to 8 am) utilization data were not collected, the trends from the late evening data collection (9 pm) can be used to estimate the utilization during the late night/early morning time periods. These counts provide sufficient information for the analysis. Utilization in the middle of the night would not change the results of the analysis or conclusions in the Final EIS.

Reference	Comment
16-043 pg 210, Appx B, Page 5-9	Study states that Shilshole South "could potentially remove or relocate some undesignated loading areas used by businesses that are within the City right-of-way." Is it legal for businesses to use City right-of-way for loading instead of using loading zones? What is the utilization percentage of loading zones? City right of way should benefit the public, not just a few parties. Stopping illegal use should not count as a negative impact.
16-044 pg 225	Why isn't King County a "designated maintenance area" for pollution purposes? Maybe with the population and construction increasing, this designation should be revisited. Why did monitoring stop in 2006? Is it possible we have transitioned to "nonattainment" in the 10 years since monitoring stopped?
16-045 pp 226-227	Why did the GHG analysis take into account conversion from motorized to non-motorized use, but air quality did not? SBSG's operation generates a considerable amount of particulates within a close proximity to residential area.
16-046 pg 227	What did vehicle idling times assume for existing idle times for the no-build alternative? Emissions are shown, but not idle times. If the cyclist delaying the truck decided to drive instead, they would cause the same delay, adding to gridlock, which causes other vehicles to idle longer, and so on.
16-047 Section 9.4	If the gravel parking on Shilshole Ave were surfaced, that would reduce particulate pollution.
16-048 Chapter 10	Can railroad history be documented thoroughly and then the railroad facilities removed? They are going to be impacted by the C.D. Stimson project anyway, and they receive very little use.
16-049 pg 247	Having been founded recently (1997), the BTR doesn't have much history or "character-defining features". BTR has a history of suing municipalities and interfering with public infrastructure projects. BNSF and volunteer historical societies have sufficiently preserved the railroad history of the region.
16-050 Appx B, Fig 4-2	Typo: On page 4-3, it says that Figure 4-2 shows principal, minor, collector arterial streets as well as local access streets, but the graphic depicts parking and is labeled "Public On-Street Parking Supply". Perhaps DEIS Figure 7-2 is meant; its title corresponds to the Appx B text as well as Figure 4-2 in the Appx B List of Figures.
16-051 Appx B, pg 1-2	This map has no Figure number or title.
16-052 Appx B, Fig 4-4	Figure 4-4 is missing.
16-053 Appx B, Chapter 4	Page numbers are missing from pages devoted wholly to figures.
16-054 Appx B, Page 4-7	According to the Appx B List of Figures, page 4-7 is supposed to be Figure 4-4, 2015 PM Peak Hour Driveway Traffic Volumes. Instead, there is Figure 4-7, 2015 Daily Freight Volume Count Locations.
16-055 Appx B, Page 4-14	The Appx B List of Figures shows "and Driveway" included in the Level of Service, but driveways are not included in Figure 4-6 on page 4-14, and the text says "The delay of the worst stop-controlled approach is studied for unsignalized intersections and driveways." It's important to cover driveways clearly in this study because they are a major sticking point for a few businesses along the Shilshole South route, which is the route preferred by the vast majority of non-motorized users.

16 - 043 Businesses and other properties throughout the city use adjacent streets for loading, unloading, short-term parking, and access, and such use of the right-of-way is generally allowed. Not all areas used for loading have signs designating them as such, and the City reserves the right to regulate loading in any case.

Refer also to the response to Comment 16-015.

16 - 044 As shown on Table 9-2 on page 9-4 of the Draft EIS, portions of King County are designated maintenance areas for CO and PM10. While monitoring for particulate matter was stopped in 2006, the Puget Sound Clean Air Agency (PSCAA) still implements a State Implementation Plan to ensure continued maintenance of the federal PM10 standards, the latest of which was approved by U.S. EPA in August of 2014.

It should be noted that the project site is not located within the Seattle PM10 maintenance area, which is comprised of the Duwamish industrial and commercial area immediately south of the downtown district and includes the Port of Seattle.

Monitoring for PM10 concentrations was discontinued with EPA approval at all three maintenance area monitoring stations in late 2007 because PM10 levels were so low, and continued attainment of the NAAQS could be ensured through correlation with PM2.5 monitoring. PM10 concentrations from 2008 to the present are calculated using a relationship between PM10 and PM2.5. PSCAA will continue to operate ambient PM2.5 monitors in all three maintenance areas. Three year design values from PM10 concentrations for the three maintenance areas will be estimated annually to verify continued attainment of the NAAQS. Direct PM10 monitoring will be reestablished if calculated PM10 design values reach 98 µg/m3.

16 - 045 The analysis of both GHG and air quality emissions did not quantitatively take into account conversion from motorized to non-motorized use, as this conversion was assumed to be negligible in the transportation analysis. Consequently the third bullet on page 9-6 has been deleted and last paragraph on page 9-6 of the Draft EIS has been revised accordingly.

Operations of the Salmon Bay Sand and Gravel facility are existing emissions that would not be affected by the Missing Link project.

- 16 - 046 In Chapter 7, Transportation, Table 7-2, 2015 PM Peak Hour Study Intersection Level of Service shows the delay times for existing conditions that were used for the No Build Alternative.
- 16 - 047 The portion of the Missing Link trail that would pass through the gravel parking lot and hence reduce the amount of unpaved area would result in a marginal reduction of particulate emissions from entrained road dust, but this reduction would not be statistically significant with respect to the emissions reported in Table 9-5 and Table 9-6 of the Draft EIS.
- 16 - 048 The Seattle Lake Shore and Eastern Railroad/Ballard Terminal Railroad has been determined eligible for the National Register of Historic Properties (NRHP). Removal of the railroad as a result of this project would require mitigation, which may include documentation of the railroad's history. The Ballard Terminal Railroad has an operating agreement (Ordinance 118734) that grants it the right, privilege, and authority to construct and operate the railway in the railroad right-of-way until 2026. At that time, BTR may seek another Franchise Agreement.
- 16 - 049 Technical Appendix D of the Draft EIS provides additional detail of the historic significance of the Seattle Lake Shore and Eastern (SLS&E) Railroad Grade, currently known as the Ballard Terminal Railroad. The rail line is eligible for listing on the National Register of Historic Places (NRHP). Refer to the Transportation Section beginning on page 4-19 of Technical Appendix D for the discussion of the SLS&E rail line, which began in 1885.
- 16 - 050 The Technical Appendix C Parking Discipline Report's Figure 4-2, Public On-Street Parking Supply, was accidentally inserted into the Technical Appendix B Transportation Discipline Report in the Draft EIS. The correct Figure 4-2, Transportation Discipline Study Area Roadway Hierarchy, has been inserted in the Final EIS Technical Appendix B (Volume 3).
- 16 - 051 The title for Figure 1-1, Proposed Alternatives, in Appendix B was accidentally missing. The Figure number and title have been added.
- 16 - 052 The incorrect figures were inserted for Figures 4-2 through 4-4 in Technical Appendix B in the Draft EIS. The Final EIS Technical Appendix B includes the correct figures.
- 16 - 053 Page numbers are occasionally not included on figures for a variety of reasons, such as the source or page margins.

Reference	Comment
16-056 Appx B, Figure 4-7	Figure 4-7 appears to be the same graphic as Figure 4-5. In the list of figures, the word "screenline" appears in the title of Figure 4-7, but nowhere in the text.
16-057 Appx A, section 1.4.2; Appendix C, section 1.4.2; Appx D, section 1.4.2; Appx E, section 1.4.2	Not all of the listed construction activities apply to all alternatives. For example, the South Shilshole alternative does not require any removal of bus shelters, and the South Shilshole alternative requires significantly less concrete cutting, and consequentially less pollution, noise, hydrology, grading, and drainage issues due to the existing gravel areas.
16-058 Appx A, last paragraph on page 4-1	Last paragraph on page 4-1 of Appx A states that the BTR corridor extends from the Ballard Locks to 24th Ave NW, but section 7.2.7 of the main study indicates that the tracks extend all the way to 11th Ave NW.
16-059 Appx A, Figs 4-2, 5-2, 5-3, 5-4, and 5-5	For comparison, include a few words of qualitative commentary, forecasting the mix of land uses in the year 2040, showing the increase in residential and commercial uses.
16-060 Appx A, page 4-9	Goal UV24.1 states that "An exception for essential public facilities should be provided". The missing link is just such an exception! Therefore Shilshole South is compatible with this goal. Furthermore, Shilshole South skirts the IG2 zone.
16-061 Appx A, page 4.2.4	Due its directness, flatness, and safety, Shilshole South will attract the most non-motorized users, therefore, it will cause the greatest reduction in greenhouse gases. This need to be reflected.
16-062 Appx A, section 4.2.9	Section states that the draft "Move Ballard Multimodal Transportation Plan" is expected to be available in mid-2016. The draft plan mentions the missing link, and is now available at http://www.seattle.gov/transportation/docs/Move_Ballard_Report5_2.pdf .
16-063 Appx A, page 5-4, page E-2	Policy UV3 gives a list of amenities that are not appropriate for manufacturing & industrial centers. Maybe they should be, for the good of the employees, and for the morale & security of the neighborhood. Ballard is already increasing residential uses that would benefit from those amenities. This mix is good for industry and residents. Furthermore, Shilshole South barely skirts the IG2 zone.
16-064 Appx A, page 5-6	Consider including comparisons of other bike routes through industrial areas, such as the well-established and heavily-used South Ship Canal Trail, and the relatively new West Duwamish Trail. http://www.seattle.gov/transportation/westduwamishtrail.htm
16-065 Appx A, page 5-16	Add the Ballard Farmers Market to the Ballard Avenue Alternative impact section.
16-066 Appx A, page 5-18	Typo: "Ballard Alternative" should be "Ballard Avenue Alternative"

16 - 054 Please see the response to 16-052.

16 - 055 The reference to driveway LOS in the List of Figures and the text on Page 4-12 of Appendix B of the Draft EIS is incorrect. LOS was only reported for intersections. The text and Figure titles have been revised in Technical Appendix B of the Final EIS (Volume 3).

16 - 056 Figure 4-7 in the Draft EIS depicts the 20 count locations for freight traffic. Figure 4-5 in the Draft EIS depicts the 21 count locations for general purpose traffic. The title of Figure 4-7 in the List of Figures in Appendix B is incorrect; this has been corrected in Technical Appendix B of the Final EIS (Volume 3).

16 - 057 Your comments are noted. The sections you list contain a general discussion of construction activities and durations. The discussion in the text was intended to give the reader a general idea of the types of activities that would occur during construction of any of the build alternatives. Differences between alternatives are described, where applicable, in the impacts section of the various elements of the environment.

16 - 058 Your comment is noted; applicable clarifications are included in the FEIS.

16 - 059 The purpose of the discussions in the Land Use Discipline Report, where Figures 4-2, 5-2, 5-3, 5-4, and 5-5 are displayed, is to discuss potential impacts in the context of existing conditions. Section 11.3.3 of the DEIS provides an analysis of cumulative impacts and includes a discussion of increased residential, employment, recreational, and retail opportunities, consistent with land use plans and policies.

16 - 060 Impacts were identified based on consistency with adopted plans, policies, and codes, including UV24.1. Consistency with adopted plans, policies, and codes is discussed at length in Section 5.2 "Impacts Common to All Build Alternatives" in the Land Use Discipline Report.

16 - 061 The transportation analysis assumed that the number of users would be the same with all alternatives. It is not possible to determine which alternative would be used more based on available data.

16 - 062 The draft "Move Ballard Multimodal Transportation Plan" is discussed in the FEIS.

16 - 063 Your comment noted. The discussion in the Land Use section is about consistency with the adopted City of Seattle Comprehensive Plan, within the context of the proposed project. The overall suitability of the policies is outside the scope of this EIS.

16 - 064 Page 5-6 of Technical Appendix A (Land Use Discipline Report) discusses the consistency of the alternatives with adopted plans, policies, and codes.

Comparisons to other bike routes through industrial areas has not been conducted and is not warranted as part of the land use analysis.

16 - 065 As discussed in the DEIS, a significant impact would occur if an alternative would change existing land uses in a manner that is inconsistent with adopted plans, policies, and codes. The Ballard Avenue Alternative could impact overall parking availability, and require the removal of approximately 14 loading zone spaces for businesses in the area, including the Ballard Farmers Market and other special events. This is identified as an inconvenience, but would not change existing land uses in a manner that would be inconsistent with adopted plans, policies, and codes and therefore is not identified as a significant impact.

16 - 066 Your comment is noted. Technical Appendix A is not being republished as part of the FEIS. Correction of this error would not change the analysis or conclusions in any way.

Reference	Comment
16-067 Appx A, page 7-2; Appx C, section 7.2.5; Appx D, section 7.2.5	Define "neighborhood greenway". Note that the word "greenway" is also used in Appendix E to refer to an urban greenway, or urban trail system for pedestrians and bicyclists. Seattle's neighborhood greenways appear to be focused on streets and intersections, not trails per se. http://www.seattle.gov/transportation/greenways.htm
16-068 Appx A, pg E-5	For UV 22, Shilshole South is not inconsistent with manufacturing and industrial activity. To the contrary, mountable curbs, improved sightlines, and other safety features for driveways will promote industrial activity, compared to the No Build alternative and the other built alternatives.
16-069 Appx A, pg E-6	For BI-G2, Shilshole South is not inconsistent with truck mobility. To the contrary, mountable curbs, improved sightlines, and other safety features for driveways will promote truck mobility and predictability for all users, compared to the No Build alternative and the other built alternatives.
16-070 Appx A, pg E-7, pg E-9	For BI-G10 and BI-P15, Shilshole South is not inconsistent with freight mobility. To the contrary, and as shown for T49 on page F-1, design mitigations will improve it, compared to the No Build alternative and the other built alternatives.
16-071 Appx A, pg E-9	Potential typo: "as driveways" could be "at driveways"
16-072 Appx A, pg E-9	For BI-P16 Shilshole South barely skirts IG2 zone, therefore it is consistent with this goal to promote non-motorized commuting.
16-073 Appx A, pg E-10	Define "land assembly" in this context. Does it mean combining multiple lots into one? Shilshole South is consistent with this goal.
16-074 Appx A, pg E-10	Shilshole South would be consistent with CH/B-G4 if a very short connector segment is provided, or simply a sign.
16-075 Appx A, pg E-11	Shilshole South would be consistent with CH/B-P4 if a very short connector segment is provided. Signage could direct both locals and tourists to commercial areas. Pronto bike share stations at the Locks and in the urban village would further strengthen this connection. Shilshole South would carry tourists past scenic waterfront street end parks.
16-076 Appx A, pg E-12	Shilshole South would be consistent with CH/B-P8 if a very short connector segment is provided.
16-077 Appx A, pg E-12	Regarding CH/B-P10, selection of Shilshole South does not preclude improving the pedestrian environment along NW Market Street, as a separate project, or as an included mitigation.
16-078 Appx C, page 3-1	Consider using weekend counts, because otherwise the study unfairly penalizes Shilshole South, which has lower utilization on the weekend.
16-079 Appx C, page 3-2	Consider counting parking in the middle of the night, to accurately capture the difference between residential and industrial areas. Shilshole South has lower utilization in the middle of the night.
16-080 Appx C, Table 4-1	Consider comparing Missing Link parking impact with Westlake Cycle Track impact. How are parkers adapting?
16-081 Appx C, page 4-9	Typo: Change "Figures 4-4 through 4-9" to "Tables 4-5 through 4-10"
16-082 Appx C, page 5-2	Typo: Change "year 2040" to "the year 2040"

- 16 - 067 A definition of "neighborhood greenway" is provided in the Glossary section of the FEIS.
- 16 - 068 The cited policy refers to retaining and expanding industrial uses. The project does not do either of these. It is acknowledged that employees in the industrial area could use the trail, but the trail is not primarily intended for nor would it be primarily used by industrial and manufacturing uses.
- 16 - 069 As noted in the transportation analysis, even with the features mentioned, trucks would encounter increased delays where the trail crosses driveways.
- 16 - 070 The "O" indicator for the Shilshole South Alternative was because of a few buildings that are next to the property lines where the trail would cross a driveway. The Preferred Alternative would address areas with limited sight lines, but in some cases sight lines could still be limited by buildings.
- 16 - 071 Your comment noted. The full text of Technical Appendix A is not being republished as part of the FEIS. Correction of this error would not change the analysis or conclusions in any way.
- 16 - 072 BI-P16 also refers to locating the trail away from industrial areas. The Shilshole South Alternative goes through an industrial area for the majority of its length.
- 16 - 073 Yes, "land assembly" in this context means combining multiple lots into one. The Table on pg E-10 indicates that the Shilshole South Alternative is consistent with this policy.
- 16 - 074 Although the Preferred Alternative does not pass through the core as policy CH/B-G4 calls for, improvements at roadway intersections will create better connections into the Ballard Urban Hub neighborhood.
- 16 - 075 The cited policy is intended to encourage tourism in the urban village as a way to support business vitality, not along the industrial waterfront. Because the trail would likely generate tourists that would leave the trail, it was considered somewhat compatible.
- 16 - 076 As stated previously, the alternative is considered somewhat consistent.
- 16 - 077 While the Shilshole South Alternative does not directly preclude improving the pedestrian environment along NW Market Street, it does not explicitly encourage it, which is the objective of the goal/policy. The Preferred Alternative will improve the pedestrian environment along NW Market Street between 24th Ave NW and NW 54th Street.

- 16 - 078 Weekend parking counts were conducted in February 2017 and have been incorporated in the Final EIS.
- 16 - 079 Weekend parking and evening counts have been added as described in Chapter 3 of the Final EIS Technical Appendix C (Volume 3). Utilization in the middle of the night is not necessary to consider as the difference in parking utilization between residential and industrial areas is captured through the early morning parking counts.
- 16 - 080 Comparison of parking impacts for the Missing Link with parking impacts from other projects is outside the scope of this EIS.
- 16 - 081 The figure numbers in Appendix C of the Final EIS have been corrected to Figures 4-5 through 4-10.
- 16 - 082 The sentence has been updated.
- 16 - 083 Please see the Final EIS Chapter 7 for updated information on the impacts anticipated during construction of the Build Alternatives.
- 16 - 084 Section 7.1.3 has been updated to reflect that the Sound Transit 3 ballot measure has passed.
- 16 - 085 SDOT will continue to coordinate with other projects in the area such as the projects under Move Seattle.
- 16 - 086 The graphics in the appendices of the Parking Discipline Report were formatted to print on 11x17 paper. The extra blank pages were included to allow for the correct printing of the document, should someone choose to print a hard copy.
- 16 - 087 The purpose on an EIS is to disclose potential impacts so that SDOT can compare between all alternatives. The EIS does disclose that a certificate of approval would be required from the Ballard Historical District Board.
- 16 - 088 All build alternatives have the potential for ground disturbance associated with utility improvements, such as relocation or installation of fire hydrants, storm drains, water, and sewer lines, and light poles, which could result in excavations up to 10 feet deep. Therefore, all build alternatives have the potential to impact cultural resources if cultural resources are present. Refer to Chapter 6, Utilities, for information about relocation of utilities; however, details regarding the extent of excavation have not yet been determined.

Reference	Comment
16-083 Appx C, page 5-2; Appx E, section 4.3.1	Compared to the other alternatives, construction impacts would be less for the Shilshole South alternative, because of the larger amount of right-of way available for construction activities, and the existing gravel, which reduces the need to cut concrete. Shilshole South would have no transit or residential impact.
16-084 Appx C, section 7.2.3	Reflect latest status of Sound Transit 3. According to the Seattle Times article dated 23 June 2016, "Sound Transit's board of directors voted Thursday to put a \$54 billion expansion plan on the November ballot." http://www.seattletimes.com/seattle-news/politics/sound-transit-puts-54-billion-light-rail-plan-on-ballot/
16-085 Appx C, section 7.2.4	Shilshole South is the only alternative that would not interfere with Move Seattle, and doesn't impact transit.
16-086 Appendix A, B, and C to Appendix C	Editorial comment: There are some extra blank pages. Was there supposed to be text accompanying the graphics and tables?
16-087 Appx D, pg 2-2, pg 4-42, pg 6-1	Study states that proposed changes to a sidewalk or street require a certificate of approval from the Historical District Board. Explain that this is a disadvantage of the Ballard Avenue Alternative. Shilshole South doesn't require any such approval.
16-088 Entire Appx D, particularly page 4-26	Explain that the Missing Link will not involve excavation deep enough to disturb any cultural resources. Stating that disturbances are unlikely implies a non-credible scenario. Unlike a major street, Shilshole South trail construction will be superficial, requiring only minimal removal of existing features and only insignificant excavation. Sub-surface investigations are not necessary.
16-089 Appx D, page 4-11	Explain that the Missing Link construction won't go deep enough to disturb artifacts in historical fill. If the artifacts discovered at West Point were at a deeper depth than the depth of Missing Link construction, then explain that the Missing Link won't disturb such artifacts.
16-090 Appx D, page 4-14	If the cultural resources found near the Santa Fe Railroad Bridge were at a deeper depth than the depth of Missing Link construction, then explain that the Shilshole South alternative won't disturb such artifacts.
16-091 Appx D, page 4-26	To avoid confusion with the "Green Route" of the 2008 Missing Link, change "Green Line" to "Monorail Green Line", and state that the study alternatives do not impact the properties listed in the paragraph.
16-092 Appx D, page 4-27	Give latest status of Ballard Blocks 2 (apparently dormant), and state that Shilshole South construction will not involve excavation, and thus will not encounter cultural resources.
16-093 Appx D, Table 4-6	For all finds, give depth, and state that the Shilshole South will not involve any significant excavation.
16-094 Appx D, Table 4-8	Typo: Note 3 after the table states "See Section 4.1.5 for discussion of Status terms." Appx D doesn't have a Section 4.1.5. Neither does the main study. The terms in the table appear to be explained on pg 4-42.

- 16 - 089 All build alternatives have the potential for ground disturbance associated with utility improvements. Please see response to 16-088 above.
- 16 - 090 Deposition varies by location, and the depth of cultural resources at one location does not necessarily correlate with the depth of potential cultural resources at other locations. All build alternatives have the potential for ground disturbance associated with utility improvements. Please see response to 16-088 above.
- 16 - 091 Your comment is noted; however, Technical Appendix D is not being reprinted as part of the FEIS. Clarification of this point would not change the analysis or conclusions of the document.
- 16 - 092 All build alternatives have the potential for ground disturbance. The current status of Ballard Blocks is unknown, but would presumably be developed at some future time.
- 16 - 093 All build alternatives have the potential for ground disturbance associated with utility improvements. Please see response to 16-088 above.
- 16 - 094 Your comment is noted. Technical Appendix D is not being reprinted as part of the FEIS. Clarification of this point would not change the analysis or conclusions of the document.
- 16 - 095 Your comment is noted. Technical Appendix D is not being reprinted as part of the FEIS. Clarification of this point would not change the analysis or conclusions of the document.
- 16 - 096 Your comment is noted. The correct statement should read: The NRHP-listed 15th Ave Bridge/Ballard Bridge (ID No. 113) crosses "over" a segment of the Shilshole South Alternative at NW 46th St. The text of the Final EIS has been revised in response to your comment.
- 16 - 097 Your comment is noted. The Shilshole South Alternative is anticipated to have the greatest depth of fill beneath the alignment. However, as stated in previous responses to comments, depth of excavation can reach up to 10 feet below the surface.

Reference	Comment
16-095 Appx D, Figures 4-7 through 4-10	The abbreviation "NR" is used on Figures 4-7 through 4-10. If NR means the same as NRHP (National Register of Historic Places), then change the Figures; if not (or alternatively), add NR to the list of abbreviations.
16-096 Appx D, page 4-44	The Shilshole South alternative does not impact the Ballard Bridge, it merely passes under it. The Ballard Ave alternative impacts the west on-ramp.
16-097 Appx D, page 4-46	Study indicates that the depths of interest for the Holocene are over 6 feet below the surface, and the thickest fill along Shilshole, with the thinnest on Ballard Ave and Leary. Shilshole South will not require any significant excavation.
16-098 Appx D, Table 4-9, section 5.2.1	Please revisit the sensitivity ratings given the fact that there will be no significant excavation on the Shilshole South alternative.
16-099 Appx D, throughout Chapter 5	Impacts to the SLS&E RR could be completely mitigated by thorough documentation.
16-100 Appendix D, chapters 5, 6, and 7	Consider changing "sleeper" to "tie".
16-101 Appendix D, section 5.5.2, section 6.1	Study states that there are no operational impacts unique to the Ballard Avenue Alternative. Faster-moving trail users would detract from the historical character of the historic district. Keep it for pedestrians!
16-102 Appx D, Chapter 6	Mitigation applicable to all alternatives: Appendix D itself acts as a mitigation, because it prevents loss of history of the study area.
16-103 Appx D, Chapter 6	Mitigation applicable to all alternatives: Include informational signs or historic markers at points along the trail, to educate trail users about cultural resources in the vicinity, for example, the place names of Table 4-4. Shilshole South has the best opportunity to commemorate Native American place names. Ballard Ave and Leary are already cluttered with signs.
16-104 Appx D, Section 7.3	Study states that the "West Ship Canal Water Quality Project would upgrade the existing railroad tracks". Seattle Public Utilities' website for the West Ship Canal Water Quality Project identifies "potential" use of rail transport, not necessarily certain use, and not necessarily any upgrade of railroad facilities. Such rail transport would involve transferring material from BTR to BNSF. SPU should use barges instead of using taxpayer / ratepayer money to benefit a private company with a pattern of suing municipalities and interfering with the Missing Link. http://www.seattle.gov/util/cs/groups/public/@spu/@drainsew/documents/webcontent/3_036585.pdf
16-105 Appx E, Section 1.4.4	Study states that "Trucks would transport construction material." Shilshole South has barge access, which may prove to be most viable means of transport.

16 - 098 Sensitivity rating reflects potential for encountering cultural resources with each build alternative. All build alternatives have the potential for ground disturbance associated with utility improvements. Please see response to 16-088 above.

16 - 099 Your comment is noted.

16 - 100 The terms may be used interchangeably and refer to the rectangular support for the rails in railroad tracks.

16 - 101 Your comment is noted.

16 - 102 Your comment is noted. SDOT will consult with the Washington Department of Archaeology and Historic Preservation (DAHP) to determine appropriate mitigation measures if the project has adverse impacts to any historic resources.

16 - 103 Your comment is noted.

16 - 104 Material transport for any of the potential projects in the area, including the Ship Canal Water Quality Project, the Missing Link, and the C.D. Stimson Development project, is not completely certain. Transport may occur via truck, rail, or barge. The sentence incorrectly assumes that the Ship Canal Water Quality Project "will" use rail. However, the analysis is correct that if these projects all result in the removal or relocation of rail lines, they would contribute to a cumulative impact for the built environment.

16 - 105 Trucks represent the most likely means of transporting materials to and from the construction areas. The use of barges to transport construction materials would be evaluated prior to construction.

16 - 106 The Economic Considerations Report (Technical Appendix E of the DEIS) examines potential changes to business operating conditions as a result of alternative BGT routes. While understanding the broader personal health and/or health cost impacts resulting from any mode shift is an interesting question, they are beyond the scope required for an EIS and this economic considerations analysis.

Reference	Comment
16-106 Appx E, section 2.3	Add health benefits of non-motorized transportation to the list of economic effects. This could be dollarized -- the following study shows that bike commuters are absent from work greater than 1 day per year less than non-cyclists. This improves the health of their co-workers as well. http://www.ncbi.nlm.nih.gov/pubmed/20580736
16-107 Appx E, Abbreviations	Add NAICS (The North American Industry Classification System)
16-108 Appx E, pg 3-2	Change "NAICS 44-45" to "North American Industry Classification System (NAICS) Codes 44-45"
16-109 Appx E, pg 3-13	Explain whether the term "paid parking" refers only to on-street parking.
16-110 Appx E, pg 4-1	Shilshole South will have much less construction impact than Ballard Ave, because Ballard Ave has so much more retail.
16-111 Appx E, page 4-4	The Shilshole South alternative would give highly beneficial access to the natural world and scenic views, due to its proximity to street-end waterfront parks.
16-112 Appx E, page 4-4, page 4-5, page 4-6	Because it skirts IG1 zoning, the Shilshole South alternative has the fewest parcels that could be impacted by trespassing or diminished privacy.
16-113 Appx E, page 4-4	Study states that "Missing Link would not be accompanied by increases in preserved natural lands", but street end parks along NW 54th St could be restored to nearer a natural state, as part of trail development, or in conjunction with trail development.
16-114 Appx E, page 4-6	Typo: change "consumers" to "customers".
16-115 Appx E, page 4-7, page 4-8	Study states that the Missing Link could result in higher insurance costs and other negative impacts to industrial traffic. Latest versions of trail design will improve safety significantly along Shilshole South, compared to the other alternatives, including the no-build alternative.
16-116 Appx E, page 4-7	Leary is the only alternative with a negative impact on Swedish Hospital. Shilshole South is too far away to impact it.
16-117 Appx E, section 4.3.2	For Shilshole South, mountable curbs, trail stop signs, trail stopping setbacks, and other safety features will mitigate the potential impacts and improve safety compared to the no-build alternative.
16-118 Appx E, Page 4-8	Page 4-3 states that "For every tenth of a mile closer to a multi-use trail, single-family homes increase in value by approximately 0.5%", but Page 4-8 states that single family residential property values would only increase by 0.4%. Clarify the cumulative effect.
16-119 Appx E, pg 4-12	typos: add a space in the middle of "22.5seconds" and "21.0seconds"
16-120 Appx E, throughout	Take into account the economic impact on bus riders. Shilshole South does not impact bus riders because there is no bus route on Shilshole Ave NW.
16-121 Appx E, section 2.3, pg 2-1	Take into account the economic impact of attracting & sustaining new trail-related businesses along the Missing Link. Compare to the rest of the BGT and Sammamish River Trail, as well as trails in other areas.

16 - 107 DEIS Technical Appendix E, the Economics Considerations Report, is not being reprinted as part of the Final EIS. The addition of this information would not change the discussion of impacts or conclusions of the report.

16 - 108 Refer to the response to Comment 16-107.

16 - 109 Paid parking subareas include both on-street and off-street parking.

16 - 110 Construction impacts would vary by alternative. Construction on Shilshole Ave NW would impact more industrial businesses, while construction of the Ballard Avenue Alternative would impact more retail businesses.

16 - 111 Your comment is noted.

16 - 112 Your comment is noted.

16 - 113 Restoration of street end parks along NW 54th Street is not part of the proposed Missing Link Trail project.

16 - 114 Your comment is noted. Technical Appendix E is not being reprinted as part of the Final EIS. Clarification of this point would not change the analysis or conclusions of the document.

16 - 115 Your comment is noted.

16 - 116 The Economic Considerations Report (Technical Appendix E of the DEIS) does not conclude that there would be a negative impact on Swedish. The report does not examine impacts to Swedish Ballard Medical Plaza directly from any of the BGT alternatives because it is not adjacent to any of the routes. The medical facility is a major employer and destination in the study area, and it is difficult to say how Swedish would be affected from any general increase in pedestrian or bicycle traffic from the alternatives that might spill over and/or be enhanced from trail connectivity.

16 - 117 Your comment is noted. The Economic Considerations Report (Technical Appendix E of the DEIS) does not examine any potential mitigation measure and whether those measures would be necessary or sufficient for affected properties and businesses.

- 16 - 118 The first figure (i.e., single-family homes increase in value by approximately 0.5%) is an estimate of the impact that the average King County home increases in value based on proximity to a multi-use trail. The second figure (i.e., single family residential property values would only increase by 0.4%) takes the above finding, applies it to the land use context around the Shilshole South Alternative, and reports the degree that total home prices would rise based on their proximity to the trail.
- 16 - 119 Your comment is noted. DEIS Technical Appendix E, the Economics Considerations Report, is not being reprinted as part of the Final EIS. Clarification of this point would not change the analysis or conclusions of the document.
- 16 - 120 The Economic Considerations Report (Technical Appendix E of the DEIS) examines potential changes to business operating conditions as a result of alternative BGT alternatives. While understanding the economic impacts on bus riders is an interesting question, they are beyond the scope required for an EIS and this economic analysis.
- 16 - 121 The land use analysis in the Economic Considerations Report (Technical Appendix E of the DEIS) considers how multi-use trails (like the Sammamish River Trail) impact property values. From this analysis, commercial properties are likely to experience different benefits depending on the primary use of the parcel. For instance, commercial office buildings would likely benefit from increased accessibility provided by the BGT Missing Link to the employees using these facilities. Restaurants and retail establishments would likely benefit due to increased business from bicycle and pedestrian customers. It would be too speculative to estimate the benefits to one type of retail business.

Letter No. 17

7/31/16

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

Subject: Revised comments on Missing Link

I would like to amend my comments made at the Missing Link EIS public comment meeting in Ballard on 7-16-16 as follows:

1. Safety data collisions vs incident reporting

Upon closer review of the DEIS, it does address safety using both collision data reported by Seattle Police and incident data from the Seattle Fire department. DEIS Chapter 7 pg. 7-16 states over 338 collisions occurred during the 3-year period 2012-2014 and 45 incidents were reported as well. From the DEIS:

“Nonmotorized safety in the study area is also affected by roadway conditions, including the presence of railroad tracks and other obstacles. Incident response data provided by the Seattle Fire Department indicate locations in the study area where roadway conditions could create unsafe passage for bicyclists and pedestrians (Seattle Fire Department, 2015). Table 4-13 and Figure 4-15 summarize the incident response data in the study area from January 2012 through December 2014. As shown on Figure 4-15, incident responses have been concentrated 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 presence of railroad tracks in these locations could influence safety conditions for nonmotorized users, particularly cyclists.** Incidents near railroad tracks typically occur when bicycle tires become trapped between the railroad tracks and the street. Between January 2012 and December 2014, there were **45 incidents in the study area. However, it is likely that additional incidents caused by roadway conditions occurred but were not recorded.**”

Comments:

17-001

1a. The reported number of incidents mentioned above significantly understates the amount of bicycle crashes in the study area. My son bikes through that area every weekday, specifically where the railroad tracks curve under the Ballard bridge, and frequently sees people biking who have gone down crossing those tracks often needing some form of medical attention. The reported data would suggest that this happens only 1.25 times each month during the 3-year period of 2012-2014. The final EIS should have stronger language to support the fact that the reporting of collisions and incidents significantly under report bicycle crashes in the study area.

17-002

2a. To say that “The presence of railroad tracks in these locations **could** influence safety conditions for non-motorized users, particularly cyclists” is counter to the growing amount of evidence that railroad and street car tracks in the roadway in many Seattle locations are a known safety hazard to people biking. The final EIS should acknowledge this fact and not use the word “could” when referring to their causal link to roadway safety conditions.

17 - 001 The Final EIS continues to state that "it is likely that additional incidents caused by roadway conditions occurred but were not recorded." We do not have statistics for unreported bicycle crashes.

17 - 002 Several factors contribute to safety conditions. The Final EIS has been revised to state "The presence of railroad tracks in these locations presents a safety concern for nonmotorized users, particularly cyclists."

17-003

- 2. The DEIS statement “Bicycle volumes in the study area are projected to increase by 5% each year between 2015 and 2040 based on recent studies and counts on the BGT, expected land use changes and growth in the Ballard area, and input from SDOT (SDOT, 2015c, 2015d; Fehr & Peers and SvR Design Company, 2011; PSRC, 2015).

Comment:

Numerous national studies of protected bike lane use in the U.S. have demonstrated that the installation of safe bike infrastructure significantly increases ridership. For example, a 2014 review of 5 U.S. cities with protected bike lanes found, “A measured increase was observed in ridership on all facilities after the installation of the protected cycling facilities, ranging from +21% to +171%¹. Accordingly, the DEIS likely understates increases in bicycle volumes, especially during the first year or two after installation. I suggest SDOT revise its estimate of bicycle volumes in the early years to be consistent with national studies demonstrating increased bicycle use when protected bike lanes are installed.

17-004

- 3. In SDOT’s slide deck presenting the EIS Summary (used for public hearings) Slide 11 showing the “Operational Impacts and Benefits” of the 4 main Missing Link alternatives is extremely misleading in terms of the pedestrian and bicycle mobility variable (see next page). To suggest that all 4 alternative receive a 2 thumbs up is quite frankly, simply absurd. As I said in my remarks on 7/16, the many benefits of the Shilshole South route far outweigh the other alternatives. This is the most direct route with the fewest turns and involves crossing only 4 intersections. It has the best sightlines for driveways and is the shortest distance. None of the other three alternative even come close to providing the mobility for bicyclists compared to the Shilshole South alternative. I suggest SDOT revise this slide to more accurately reflect the alternatives relative to pedestrian and bicycle mobility.

17 - 003 The background growth rates used in the methodology provide an estimated volume of use based on actual historical counts over time along the same facility type and within the same region as the Burke-Gilman Trail Missing Link.

17 - 004 Your comment is noted. All four of the build alternatives are viewed as an improvement for safety and mobility over existing conditions. Throughout the Draft EIS, all build alternatives are compared to the No Build Alternative (existing condition). The impacts were categorized on the slides solely for the purposes of comparing alternatives at the public hearings, and were not meant as a substitute for the full analysis contained in the EIS. Completion of a trail through the corridor, regardless of location, will improve pedestrian and bicycle mobility and safety.

¹ *Lessons From The Green Lanes: Evaluating Protected Bike Lanes In The U.S.*, National Institute for Transportation and Communities (NITC), Portland State University, June 2014, page 6.

Operational Impacts and Benefits*

	Shilshole South	Shilshole North	Ballard Avenue	Leary
Pedestrian and bicycle mobility	👍👍	👍👍	👍👍	👍👍
Curb space and parking loss	👎👎	👎👎	👎👎	👎
Transit mobility	-	👎	-	👎👎
Driveway delay	👎	👎	👎	👎
Reconfigure loading/access	👎	👎	👎	👎
Intersection delay	👎	👎	👎	👎
Freight mobility	-	-	-	👎
Ballard Farmers Market	-	-	👎	-
Ballard Avenue Landmark District	-	-	👎	-

*Impacts are categorized here solely for the purposes of comparing alternatives and do not imply significance

11

Comments on DEIS at public hearing 7/16/16:

I'm Brian Estes, a downtown resident who bikes throughout Seattle. My son lives in Ballard and bikes from his apartment three blocks from here to the U-District every weekday, riding on Shilshole and under the Ballard bridge. He has seen numerous crashes by people who bike across the tracks under the Ballard Bridge, some of whom appeared to be serious injuries.

The South Shilshole route for the missing link is the only alternative that is head and shoulders above the other 3 alternatives in terms of safety. It is a continuous route that completes the regional trail system through Ballard to Golden Gardens. Safety for those biking, walking or skating should be our primary concern and the South Shilshole route provides that. Achieving the goals of reducing serious injuries and death through Seattle's Vision Zero program is an important objective and the South Shilshole routes seems to make the most sense in achieving these goals.

The many benefits of the South Shilshole route far outweigh the other alternatives. This is the most direct route with the fewest turns and involves crossing only 4 intersections. It has the best sightlines for driveways and is the shortest distance.

Completing the missing link along South Shilshole will also be good for retail and other businesses in Ballard. Several national studies have documented that people who arrive by bike tend to stay longer and spend more money per person than those who arrive by car. As the Pronto bike share system expands, it will likely include bike stations supporting biking from the cruise ship terminals in Magnolia to Ballard to the Locks and Golden Gardens and we want a bike route and biking experience for them that is as safe as possible.

One concern I have with the methodology of the EIS concerns safety as mentioned in DEIS Chapter 7 on Transportation. I believe it may seriously undercount injuries to people walking and especially biking because it relies only on collision data, I presume collected by the Seattle Police Department. SDOT also has access to data on injuries including serious injuries from Seattle Fire's EMS program and these typically include incidents not considered collisions and hence do not require an SPD response. I suggest the final EIS incorporate data from Seattle's EMS program related to EMS calls in the study area. This will provide a more comprehensive picture of injuries in the study area and highlight the need for selecting the safest route for those walking and biking through the area.

In closing, taxpayers have spent far too much money studying and responding to litigation on this issue. The South Shilshole route is the clear alternative which would benefit all of Seattle and all those throughout the region using our great regional trail system. Enough talk; let's just finish it!

Letter No. 18



July 26, 2016

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

Dear Mr. Kubly:

As the Chief Executive Officer of Centerstone, a Community Action Agency that serves over 15,000 low-income households annually, I am writing to voice my concern over SDOT's spending on bicycle infrastructure that does not promote equity in transportation for low-income communities and people of color.

Mayor Murray has an aggressive Race and Social Justice Initiative that should be used to ensure city projects create equity for all Seattle residents. SDOT's current plans for bicycle facilities and infrastructure do not reflect the goal of the Mayor's Initiative and do not address the lack of adequate travel options in south Seattle. I question why SDOT is planning to spend so much on the Burke-Gilman "Missing Link" instead of investing funds to improve the bicycle infrastructure in the south and southeast Seattle communities of color that have been long neglected.

The Burke-Gilman project would benefit a small number of cyclists in an area where there is already adequate infrastructure. The "No Build" Alternative would be preferable however, if the project must go forward, the least expensive cycle track option would make funds available to improve other neglected parts of the city.

I am also concerned about the pending impact that your plan would have on the family-owned businesses and jobs if the route is put along Shilshole Avenue. Many of the businesses along 23rd Avenue in the Central District neighborhood where our office is located, suffered insurmountable losses as a result of the recent SDOT construction. If the Shilshole route goes forward, many of the family-owned businesses will suffer losses and some may close for good.

As an advocate for people of color and those living in poverty, I implore you to consider the "No Build" Alternative or the next least expensive option for the Burke-Gilman Missing Link and create more equitable investment in bicycle infrastructure in south and southeast Seattle.

Sincerely,

Andrea Caupain, CEO

722 18th Ave, Seattle, WA 98122 | www.center-stone.org | p 206.812.4940 | f 206.328.8138 | Helping People Live a Better Life

18 - 001 The Seattle Bicycle Master Plan (BMP) implements an equity analysis that used factors including age, race and ethnicity, poverty level, and automobile access as indicators to assign equity scores to different parts of the city. These equity scores were then used to help determine where to construct new infrastructure that could provide access to underserved populations. This analysis identified seven census tracts with a high concentration of indicator demographics that also had low bicycle service. As a result, the BMP recommends projects in both southeast and southwest Seattle, including cycle tracks and greenways.

SDOT's goal is to achieve zero areas lacking bicycle facilities by 2030. For further information on planned bicycle infrastructure in Seattle and on how the City uses equity as a factor in its bike planning efforts, please refer to the Seattle Bicycle Master Plan and Seattle Bike Master Plan Implementation Plan: <http://www.seattle.gov/transportation/bikemaster.htm>.

The objective of the Missing Link project is to complete the last leg of the Burke-Gilman Trail, a regional trail facility that otherwise runs continuously between Golden Gardens Park and the city of Bothell, where it connects with the Sammamish River Trail. The Burke-Gilman Trail currently serves a large portion of Seattle and the region as a highly used nonmotorized transportation and recreational facility.

Further, the Burke-Gilman Trail Missing Link Project has a long history, dating back to 1996, and does not represent a new development or investment on the city's behalf. Please refer to SDOT's Burke-Gilman Trail Missing Link project site to learn more about the history and development of this project: http://www.seattle.gov/transportation/BGT_Ballard.htm.

18 - 002 SDOT disagrees that the project would benefit a small number of cyclists, as the objective of the Missing Link project is to complete the Burke-Gilman Trail, a regional trail facility that otherwise runs continuously between Golden Gardens Park and the city of Bothell, where it connects with the Sammamish River Trail. The Burke-Gilman Trail currently serves a large portion of Seattle and the region as a highly used nonmotorized transportation and recreational facility.

Further, SDOT does not agree that bicycle and pedestrian infrastructure within the Missing Link study area is adequate; there are currently a number of barriers for trail users between the existing ends of the Burke-Gilman Trail, as some streets lack sidewalks or other demarcated areas for pedestrians, and many intersection and railroad crossings are substandard. Safety is a real concern for people walking and biking through the neighborhood and there is a clear need to improve conditions for all users.

A cycle track option was considered but determined not to meet the

18 - 003 Construction impacts are a concern for any enterprise whose operating margins and reserves might not be able to withstand extended disruptions to their business. The Economic Considerations Report (Technical Appendix E) has no existing data source, nor conducted any census of "family-owned" businesses, and could not differentiate any meaningful differences between the alternatives in terms of construction impacts. As noted in the report, some parcels may experience significant disruption from construction of the BGT Missing Link. Significant disruptions are defined as impacts that are likely to affect business operations due to the construction of the BGT Missing Link and for which mitigation measures are likely to be prohibitively costly or not completely effective. However, SDOT will coordinate closely with adjacent properties and businesses prior to and during construction in order to minimize those impacts.

18 - 004 The No Build option is not considered an acceptable alternative because there are currently a number of barriers for trail users between the existing ends of the Burke-Gilman Trail, as some streets lack sidewalks or other demarcated areas for pedestrians, and many intersection and railroad crossings are substandard.

Please refer to the response to comment 18-001 regarding investment in bicycle infrastructure in south and southeast Seattle.

Letter No. 19

July 17, 2016

To the City of Seattle Department of Transportation

Burke Gilman Missing Link Draft EIS

BGT MissingLink Info@seattle.gov

This letter is a series of comments regarding the substance and conclusions of the Draft Environmental Impact Statement (DEIS) for the Burke-Gilman Trail (BGT) Missing Link, released in June 2016. I will attempt to structure these comments to align with the discussions and data presented in the DEIS, although there may be issues that are critical to consider that have not been covered in the DEIS.

In summary, I believe that the only option that meets the objectives and criteria for success for the project is the Shilshole South Alignment.

1. Section 1.2 - Objective

- a. The stated primary objective “is to connect the roughly 1.2-mile gap between the existing segments of the BGT through the Ballard neighborhood. The project is intended to create a safe, direct and defined multi-use trail for persons of all abilities, for a variety of transportation and recreational activities, and to improve predictability for motorized and nonmotorized users along the project alignment.” If we look at the minimum standards for a multi-use trail of that description, we can see that the federal guidelines for these types of facilities preclude some of the routes from consideration at all.
- b. This type of trail is already established along the length of the existing route at both ends of the Missing Link. The Leary and Ballard Avenue Alternatives with loops up to either NW 56th or 58th Streets for the latter (both were identified at the public meeting), do not provide an opportunity for a multi-use trail consistent with the rest of the trail. The Shilshole North Alternative also precludes a multi-use trail design due to the frequency of interruptions and crossings to the trail. The Chapter 1 Figures identifying the different road sections for each plan, other than the Shilshole South Alternative, vary in size and configuration, and imply significant changes to the right of way in those locations.
- c. Shilshole South Alternative is the only one that meets the objective of being consistently safe, direct and defined multi-use trail.

2. Chapter 4 – Land Use

- a. Major freight routes. Although this chapter has mentioned some impacts on freight routes along the Shilshole South Alternative, it has neglected to include Leary Way as a major freight route in the Draft Freight Master Plan issued in May of 2016. The nature of this element aligning with Leary Way and the cross traffic from intersecting Freight Routes should be mentioned as one of the factors related to Land Use, if this is included for the Shilshole South Alternative. It is more appropriate to be consistent, and cover all these aspects of the projects in Chapter 7 - Transportation.

3. Chapter 8 – Parking

19 - 001 Thank you for your comments about how each alternative satisfies the project objective.

19 - 002 The Freight Master Plan (October 2016) is discussed in the FEIS (Section 7.2.4).

19 - 003 As stated in Section 8.2.1 of the Final EIS, in the study area, on-street parking varies from short-term metered parking with 2-hour limits to unmetered spaces with no time limits. All on-street parking spaces in the study area, whether paid or unpaid, were included in the parking analysis. Unstriped areas of City-owned right-of-way along some blocks of Shilshole Ave NW have historically been used by private businesses for parking and loading, although these areas are not formally organized and have not been expressly approved or permitted by the City. The occupancy of parked vehicles depends on the efficiency of the drivers parking on a particular day. In some areas along Shilshole Ave NW, vehicles could be perpendicularly parked on one day and aligned in a parallel manner the next. In order to provide a conservative or worst case scenario in terms of lost parking, these unpermitted spaces were counted as they are currently used, whether it is parallel, multiple parallel rows, perpendicular, or angled parking.

Section 8.3.4 of the Final EIS acknowledges that approximately 68 of the 261 spaces to be removed could remain as unregulated, parallel spaces depending upon the final design so the actual loss of parking could range between 193 and 261 spaces for this alternative.

Cumulative impacts from the C.D. Stimson Development were included in Section 11.2 of the FEIS.

19-001

19-002

- 19-003 a. The attribution of parking in the Shilshole South Alternative has been handled differently than for the other alternatives. Along Shilshole South there are a series of parking situations that have been informally allowed without official acknowledgement or approval, yet they are being counted with the same weight as approved parking. If the current zoning and land use for all the properties along the route were to be fully developed, much of that parking would be eliminated. It should be identified clearly as irregular and not something guaranteed with any of the alternatives. If the numbers are to be included in the analysis, then they should be listed as a range of possible reductions. A lot of that parking will be impacted by the C.D. Stimson company development planned along that route, not by the development of the trail there.
- 19-004 4. Chapter 10 – Cultural Resources
 - a. The impacts of a multi-use trail along Ballard Avenue have not been addressed in this document. An understanding of the existing industrial, retail, commercial and residential uses of the street would show the impacts of a 12'-14' trail along the entire route, different from the current uses and functions.
 - b. The BTR has been referred to as a possible cultural resource, but hasn't officially been recognized by any specific designation, so listing them with that reference is pure speculation.
- 19-005 5. Chapter 11 – Cumulative Impacts
 - a. The Bicycle Master Plan projects listed don't include the Ballard Bridge, which is listed in the plan as a recommended off street facility, with the same designation as the Missing Link of the Burke Gilman trail. The Burke Gilman trail completion will provide a valuable connection to a new and improved Ballard Bridge crossing.
- 19-006 6. Scoping and Safety – although an EIS doesn't typically include safety as an environmental concern, it is unclear where the specific documentation of intersections and driveway crossings that were presented in summary at the public meeting are printed in the DEIS. The total numbers of driveways impacted for each scheme, as well as the total number of intersections for each scheme can help define some of the issues related to safety, without it being an explicit focus of the EIS.
- 19-007 7. Lastly, this trail is an extension of a trail that travels through a very similar industrial zone to the east. There are also other multi-purpose trails that run through industrial zones. Those examples should be considered when making a decision about which alternative to develop through design.

Thank you for the opportunity to comment on this document

Sincerely,

Sean Cryan

2313 NW 65th Street

Seattle WA 98117

seankryan@outlook.com

19 - 004 We have identified impacts along Ballard Ave throughout the document, through discussion of the Ballard Avenue Alternative.

A portion of the Seattle Lake Shore and Eastern Railroad Grade/Ballard Terminal Railroad (ID No. 6) has been determined eligible for the NRHP. Other portions of this resource (ID No. 310) were identified as the same railroad with similar integrity as ID No. 6; therefore, a recommendation of eligibility was made for ID No. 310.

19 - 005 The recommended off-street facility across the Ballard Bridge is listed in Section 5.2.5.

19 - 006 Driveway and intersection crossings were described in Chapter 5, Chapter 7, and Appendix B of the Draft EIS. Please see the Final EIS Chapter 7 and Technical Appendix B (Volume 3) for updated information on the Build Alternatives. SDOT has also prepared an analysis of design measures to address separation and safety, which is included in Section 1.7.1, Roadway Design and Safety Considerations, of the Final EIS.

19 - 007 Your comments are noted, and review of other multi-use trails through industrial corridors has occurred throughout the design and decision-making process.

Letter No. 20

To Scott Kubly, Director Seattle Department of Transportation
 C/o Mark Mazzola
 P.O. Box 34996
 Seattle, WA 34996

July 8, 2016
 Comments about Draft Environment Impact Statement for the Missing Link of the Burke Gilman Trail

20-001 | I am a Ballard resident and use the Burke Gilman Trail 5 days a week. I have commuted to and from work using the trail for part of that commute, year-round at least 4 days a week for 28 years. One day a week, I use the trail through Fremont and Ballard for a long recreational run.

20-002 | I was saddened by the seeming absence of, or at best down-playing, throughout the document of cycling as a form of transportation. Cycling should be recognized as an important transportation option. The Burke Gilman Trail is a major bicycling commuter route to and from Ballard to the University, to downtown, and beyond. Additionally, more people are also using their bicycles to get places other than work; yet the DEIS focuses primarily on the recreational aspect of cycling for the Trail. The executive summary does not even mention bicycling as a form of transportation.

20-003 | Completion of the Trail would be among the most important infrastructure projects for the city and region and would get a great deal of use. The route selected to complete the trail needs to be both safe and usable. The current situation is still quite dangerous, though improved for one leg of the route a couple years ago with the safety lanes on 45th. I have personally assisted many new and experienced cyclists who have fallen due to the railroad tracks in the study area and each case is heartbreaking and frustrating.

As far as my opinion on alternative routes - Would I want the trail to be completed anywhere other than the Southside of Shilshole Avenue? No. It is the straightest path to link to the two ends. It has the best grade, the fewest intersections. It is the simplest, most comprehensible route. It will be the one that the most users, be they cyclists, runners, skateboarders, walkers will use.

Specific comments on volume 1 of the draft EIS

The Land-Use chapter states
 The Comprehensive Plan calls for increased opportunities to walk and bicycle between urban villages.
 The Puget Sound Regional Council has called for the completion of the Missing Link
 The original Ballard Neighborhood plan prioritized completion of the Missing Link on Shilshole as the #1 or #2 priority for the neighborhood

20-004 | I my opinion, the No-Build alternative should not be an option.

20-005 | The chapter doesn't address the important linkages of the Trail to access the Ballard Bridge
 I disagree that the comment on 4-15 stating that the alternatives that minimize the trail length in BINMIC and maximize it in the Ballard Hub Urban village are the most consistent with adopted policies. I believe that what is most consistent with the Comprehensive plan is to build that trail that most users will use. I would argue that cyclists are most likely to favor and user the South Shilshole route. I don't think that bringing the trail into the commercial and retail part of the Hub Urban village would be desirable from a user or business standpoint. There are no other sections of the trail that wind through the commercial core of a neighborhood (Not through U-village, not through downtown Fremont, not

20 - 001 Thank you for your comments.

20 - 002 SDOT does consider cycling as a form of transportation for people getting to work or other places as well as a recreational activity. The Executive Summary is meant to provide a quick overview of the project and impacts associated with the alternatives. Chapter 7, Transportation, notes that bicycling is a form of transportation.

20 - 003 Your comments are noted. Directness of route, safety, and usability are several factors that have been taken into account during selection of the Preferred Alternative.

20 - 004 Your comment is noted.

20 - 005 The objective of the Missing Link project is to complete the Burke-Gilman Trail. Trail access to the Ballard Bridge is outside the scope of the project and therefore not included in the DEIS.

The statement on page 4-15 includes a discussion of the alternatives and their consistency within the context of the adopted policies of the Comprehensive Plan. While there is no adopted policy that prescribes trail facilities should go where most people would use them, several policies support the expansion and encouragement of opportunities for non-motorized transportation.

20-005 through the U district). In all those neighborhood cases, the trail passes conveniently close to, but not through the core. The Shilshole alternatives in the EIS would provide this consistent experience. Greenways are designed to bring users at a leisurely pace through neighborhoods. Have trail users pass through the area on either the Leary or Market street alternative would have them pass through too many intersections, past too many distracted pedestrians and cars, and completely change the trail user experience for 1 mile.

20-006 Page 4-16 has the first mention of the Trail as a commuter route (i.e., the first mention of bicycling - and, in many cases that I am aware, of walking as well - as a transportation option)

20-007 Page 4-17 acknowledges that the freight vehicles occupy more right-of-way to conduct business activities. These businesses have a lot of valuable land and have organized their business to use the public right-of-way for their convenience. The trail might require that, in some cases, the businesses can no longer pretend the public right-of-way is their own property.

20-008 Page 4-18 If indeed the unregulated parking along Shilshole is primarily for employee use as stated, I wonder ...aren't the marine and industrial businesses required to decrease employee driving as are other businesses throughout the city. Employee parking should not be seen as a priority land use.

20-009 Page 4-19 The Comprehensive plan supports locating the trail in the Ballard Hub Urban Village. The Ballard neighborhood plan called for the Trail to be completed on Shilshole, not through the retail core. So I disagree that the "trail users could need to leave the trail and specifically seek out goods and services, and entertainment in other areas of Ballard" is a negative statement. I believe that is how it should be.

20-010 The Bike and Pedestrian master plans are not addressed in this chapter. I am not sure whether that is because they are not considered land use, but I think they would add to the discussion since freight mobility is included in the chapter

20-011 The Bike Master plan is discussed in the Recreation chapter. On page 5-9, the plan's goals are stated. The most important goals related to the completion of the trail, in my mind, being those of increasing ridership for all trip purposes, increasing safety, and increasing connectivity. Completion of the Missing Link on Shilshole would increase ridership by building the simplest, most straightforward, and safest trail.

20-012 On page 5-15, Trail User conflicts are addressed. I believe conflicts will be lowest on the Shilshole South side alternative and the highest on the Ballard Avenue alternative. By sending the trail through a retail and commercial core, such as Ballard Avenue and its current undisciplined use of the street, more distractions will result for the trails users increases the possible conflicts. This is in addition to the decreased safety due to also passing through more busy congested intersections. Trucks need to load and unload in front of the businesses and are frequently double-parked on this street in order to do that.

20-013 In the Transportation chapter, I did not see the counts for trucks or cars. I think it would be important to present the vehicle counts and distinguish between the larger and smaller trucks and cars. This information about the number of vehicles as it is for bicyclists and pedestrians. Vehicles volume seems to be thought of and presented as minutes of delay at an intersection. This is not the same.

20 - 006 Chapter 4 of the Final EIS contains the land use analysis. Please see Chapter 7, Transportation of the Final EIS, for information about nonmotorized users in the corridor. Additional text has been added to the Executive Summary and the Transportation Chapter of the Final EIS.

20 - 007 Section 7.3.2 discusses the availability of the City right-of-way within the context of the proposed project, including a detailed discussion of the potential changes to how private property owners would have to use the space between their buildings and the City's right-of-way.

20 - 008 Parking requirements are regulated by SMC 23.54. Parking-related policies, initiatives, and near-term actions related to supporting the City's overall transportation goals, reducing and managing parking demand are summarized in Chapter 2 of Technical Appendix C (Volume 3 of the FEIS). The City considers parking restrictions such as where paid and non-paid parking spaces are located on a regular basis. Property owners may incentivize employees to use other modes of transportation other than drive alone. However, the City does not have requirements that force industrial employers to provide these incentives.

20 - 009 The EIS evaluates adopted City policies only, and there is no adopted policy in the Comprehensive Plan that states the trail should go on Shilshole Ave NW. The statement "trail users could need to leave the trail and specifically seek out goods and services, and entertainment in other areas of Ballard" is meant to be neutral, and is simply pointing out the fact of the difference between locating the trail in the hub as opposed to the Shilshole South Alternative, an industrial area that is lacking commercial opportunities for trail users.

20 - 010 The Bicycle and Pedestrian Master Plans are referenced in the Land Use chapter in relation to consistency with adopted plans, policies, and codes that apply to the project in the context of land use. Freight mobility is discussed for the same reason.

20 - 011 Your comment is noted.

20 - 012 The reduction of potential conflict points has been taken into account in the design of all of the build alternatives.

20 - 013 Please see Section 4.2.2 of Technical Appendix B of the Final EIS (Volume 3). Several tables in this section contain the daily traffic volumes, driveway traffic volumes, and freight volumes. This information has been updated from that included in Section 4.2.2 of Technical Appendix B of the Final EIS.

20-014 Leary and NW Market are important transit corridors. I think it is important to expect an ever-increasing need for Leary as a transit corridor, making it a poor choice for the trail location. I think putting the trail on Leary in the area from Fremont up to the Ballard Bridge and beyond up to Market St would be a disaster. The volume and speed of cars would be uncomfortable and the safety hazards under the Bridge at Leary and 15th would be troubling. There are too many cars and trucks, and turning site lines would be challenging, especially in the dark and rain. Behavior of all users is too unpredictable at that location.

20-015 Page 7-15 I am surprised that the source of information about the numbers of train movements is personal communication with the train operator. I hope that was validated. The weeds and dirt around the tracks would lead me to believe otherwise. Three trains a weeks are far more than I ever would have suspected.

20-016 **Parking**
I do not understand the difference between parking along Shilshole and unregulated spaces for parking. I see an unregulated free-for-all on the south side of Shilshole and businesses claiming the space on the public right of way and pretending it is their property on the north side of Shilshole. Perhaps that is difference between the parking and unregulated spaces. I may be wrong, but I was told the public right of way extends into the areas where businesses have put up their no parking signs.

20-017 **General comment about Construction Impacts**
Given the disruption of all modes of transportation and decreased quality of life throughout this city due to construction during the last decade, I find it laughable that so much energy is spent analyzing the construction impacts in every chapter. In the parking chapter, I don't even think this should be discussed

20-018 **Mitigation**
A light and 17th at Shilshole will be the best thing that ever happened to that route for all modes of transportation. So many studies have called for it. It needs to happen.

20-019 **In Summary**
Please address cycling as a serious mode of transportation. Make it clear that the width of the trail must handle all users of the trail. Unlike streets with vehicle traffic speed being regulated and ideally consistent, multi-use trails must handle users of inconsistent speeds and abilities. Bicyclists travel at widely varying speeds and share the space with walkers, runners, skaters, etc. who also are traveling at widely varying speeds. The route with the fewest intersections and distractions the better and I believe that is the South Shilshole alternative route.

20 - 014 Your comment is noted. The Leary Alternative has not been selected as the Preferred Alternative.

20 - 015 Given the uncommon nature and flexibility in schedule of when train deliveries occur, phone interviews were used as a source of data, similar to other data collection activities for some variables (e.g., driveway usage by time of year and special vehicle maneuvers). Additional specificity would not likely provide additional accuracy, and an average count provided by the BTR operator was considered adequate for this analysis.

20 - 016 The public right-of-way along Shilshole Ave NW includes undeveloped areas, particularly along the south side, that have historically been used by private businesses for parking and loading, although these areas are not formally organized and have not been expressly approved or permitted by the City. The occupancy of parked vehicles depends on the efficiency of the drivers parking on a particular day. In some areas along Shilshole Ave NW, vehicles could be perpendicularly parked on one day and aligned in a parallel manner the next. These unpermitted spaces were counted as they are currently used, whether it is parallel, multiple parallel rows, perpendicular, or angled parking.

20 - 017 The discussion of impacts is a requirement of the State Environmental Policy Act (SEPA). Chapter 197-11-060(4)(c) WAC states that agencies shall carefully consider the range of probable impacts, including short-term and long-term effects. In this case, short-term impacts are construction-related impacts.

20 - 018 A signal is part of the proposal for both the Shilshole South and Shilshole North Alternatives, and is included in the Preferred Alternative.

20 - 019 Your comment is noted.

Letter No. 21

BALLARD MILL PROPERTIES, LLC

4733 Shilshole Avenue NW, Seattle, Washington 98107
 Ph: 206-789-4777 ballardmillmarina@gmail.com

July 16, 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 Director Kubly:

21-001

Our company owns property adjacent to Shilshole Avenue from 15th Avenue NW to 20th Avenue NW, along the path of the proposed Shilshole South Alternative. We have numerous buildings adjacent to the proposed trail, and nine road crossings to our property. This property has been in family ownership since 1889, so we are deeply committed to Seattle. We support completion of the Burke-Gilman Trail Missing Link, but have grave concerns about its location.

21-002

We strongly support removal of the Ballard Terminal Railroad tracks in order to locate the bike trail along Shilshole Avenue. If the railroad tracks cannot be removed at this time, we support former Mayor Nickels proposed Ballard Avenue Alternative as an interim method of completing the Missing Link.

21-003

Because safety is not reviewed under SEPA (Seattle Municipal Code 25.05), we feel the Department should independently pay particular attention to safety issues in its review of alternative locations. Our primary concern is the proposed location of the trail on the south side of Shilshole Avenue next to three buildings on our property, which creates a limited sight distance at three of our nine crossings (see attached). The trail is proposed to be located immediately next to these buildings solely to accommodate the existing railroad tracks

21-004

We are particularly concerned about the trail crossing located at the "X" on the attached City Engineering drawing (east of 17th Avenue NW at the northeast corner of the very large building located on our property). The crossing at this location serves five acres of property and is used by a large number of vehicles, including semi-trucks. Drivers will not be able to see oncoming cyclists without the vehicle crossing onto the bike trail because the building is located on the property line (see attached photo). The situation is aggravated because the crossing is uphill from our property, which tilts tractor trailer cabs further back from the bike path. IF THE TRAIL IS BUILT IN THIS LOCATION, SOMEONE WILL

21 - 001 The location and extent of your business on Shilshole Ave NW are noted.

21 - 002 Your comment is noted.


21 - 003 Safety features are an integral part of every trail alignment alternative. Section 1.7.1 of the DEIS describes design features that can be used to reduce potential conflict points between non-motorized trail users and motor vehicles. Sight distance and driveway/intersection crossings are features that will be reviewed during final design to minimize the potential for conflicts. Under the Preferred Alternative, for example, the railroad tracks are proposed for relocation to provide a greater separation between vehicles and trail users and provide improved sight distance. Refer to Chapter 7, Transportation, for additional discussion.

21 - 004 SDOT identified this location as having sight distance concerns for the Shilshole South Alternative. As a result, SDOT adjusted the design of the Preferred Alternative northward to provide for improved sight distance in this location. Please refer to Section 5.3 of Technical Appendix B (Transportation Discipline Report).

Director Scott Kubly
 July 16, 2016
 Page 2

21-004 | EVENTUALLY BE KILLED BY A TRUCK CROSSING THE BIKE TRAIL. The City of Seattle should not willingly create this danger and liability.
 21-005 | SMC 11.58.230 states that a vehicle emerging from private property “shall stop such vehicle immediately prior to driving ... across a public path, and shall yield the right-of-way.” This requirement is meaningless if the vehicle cannot see oncoming bicycles without crossing onto the path. It is unreasonable to expect a driver to get out of his or her truck, walk to the path to check for oncoming bicycles, return to the truck, and then proceed blindly hoping a bike does not appear.
 21-006 | In addition to increasing safety, removal of the railroad would allow continued vehicle parking along the bike trail route, which is essential to the operation of businesses and major employers on our property. A bike trail, local access, and parking solution such as was implemented on Westlake Avenue after removal of the railroad is an excellent template.
 21-007 | The Ballard Terminal Railroad was formerly used by businesses on our property, but it is no longer used by them. In addition, there are two tracks in the problem area – one for a siding that we no longer use, and that we do not want. It is my understanding that Salmon Bay Sand and Gravel is the only business currently using the railroad. Alternative truck and water access exists for this user. The relative value to the City of Seattle of a level and directly routed Burke-Gilman Trail far outweighs continued operation of the Ballard Terminal Railroad.
 21-008 | Although the Operating Agreement between the City and Ballard Terminal Railroad does not expire until 2026, under section 10(e) of the Agreement, the City has the right to require relocation of the tracks in order to accommodate trail construction. In addition, section 18 of the Operating Agreement allows termination of the Agreement if freight rail usage decreases below 30 carloads per year.
 21-009 | If the railroad cannot be removed until 2026, the Ballard Avenue Alternative should be used until then. This was the temporary measure proposed by former Mayor Greg Nickels after his thorough review of the alternatives. At a minimum, relocation of the railroad tracks to accommodate a bike trail located a safe distance from the three buildings shown on the attached drawing is essential to creating a safe bike trail.

Thank you for your consideration of our comments.

Sincerely,

 Gregory Lyle

21 - 005 Safety is an important component of the project and aspects such as sight distances will continue to be addressed during final design. SDOT is following City standards and the American Association of State Highway and Transportation Officials (AASHTO) and National Association of City Transportation Officials (NACTO) guidelines for bicycle and trail facilities throughout the trail design process.

Please see Final EIS Section 1.8 for a comparison of potential traffic hazards and an assessment of the potential interactions among different types of users, including potential sight distance conflicts.

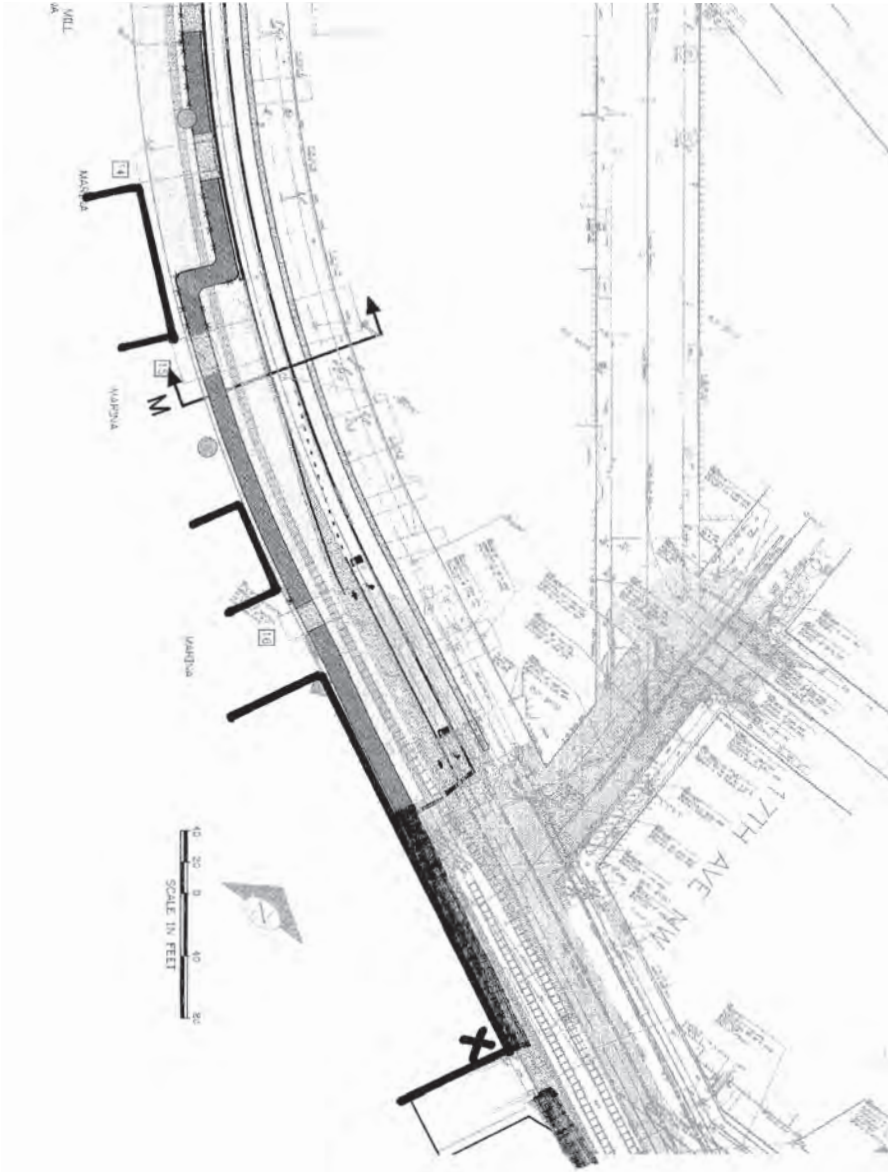
21 - 006 Your comment is noted.

21 - 007 The Ballard Terminal Railroad has a 30-year operating agreement with the City of Seattle that grants operation of the rail line through September 29, 2026 (Ordinance 118734).

21 - 008 As noted in the response to comment 21-007, the operating agreement is granted through September 29, 2026. You are correct that the City can require relocation of the tracks, as well as terminate the agreement if the minimum level of freight service is not met.

21 - 009 Your comment is noted. The Ballard Avenue Alternative has not been selected as the Preferred Alternative.

Relocation of the tracks adjacent to the buildings on your property is being considered as part of the Preferred Alternative alignment in order to address the sight distance concerns referred to in the comment.



Clean Power. Complete Solutions.

Letter No. 22



Scott Kubly
Seattle Department of Transportation
C/O Mark Mazzola
P.O. Box 34996
Seattle, WA 98124

July 06, 2016

22 - 001 Thank you for your comments and for your study of daily work activities, which is very informative. Under the Preferred Alternative, the trail along NW 45th Street will be shifted north to allow a 12- to 14-foot shoulder to improve sightlines and allow room for loading and unloading activities.

22 - 002 Your comments are noted.

RE: Burke-Gillman Trail "Missing Link" Draft EIS Comments

I have reviewed the four alternative routes and have the following comments:

1.6.1 Shilshole South Alternative

This alternative route is absolutely unacceptable for our business for the following reasons;

- 1) Our company is on the water, and so we only have one way in and out of our facility; across the proposed trail.
- 2) Blocking off our only at grade door will impede deliveries of inbound raw materials and disrupt our production flow. All of our raw materials come in thorough the north roll-up door on NW 45th Street. It would also restrict access to our yard and out-buildings
- 3) Safety issues; Forklifts and trucks do not mix well with bicycle and pedestrian traffic.
- 4) The line of sight from two of our three driveways do not allow sufficient visibility of bicycle and pedestrian traffic.
- 5) Based on my observations of bicyclist activity on NW 45th Street during the 38 years I have worked at Northern Lights the majority of commuter bicyclists do not obey any traffic laws and recreational bicyclists are very inattentive.
- 6) In the event that an accident does occur between a trail user and Northern Lights personnel as a result of our industrial activity, NLI will be held responsible, regardless of who was responsible.
- 7) Attached you will find a study of our daily work activities based on our 2015 fiscal year to help illustrate our street usage.

22-001

1.6.2 Shilshole North Alternative

Preferred route;

- 1) This alternative route allows businesses that are on the canal to have access to the street from north side of their business.
- 2) This alternative does not block truck access to businesses that are on the south side of NW 45th Street or Shilshole Avenue NW.
- 3) Diminishes possibility of accidents between trucks and forklifts with trail users.

22-002

1 3100 682 0104
705 359 4880

Northern Lights, Inc. Corporate Headquarters

1420 14th Ave NW
Seattle, WA 98107



Page | 1

info@northernlights.com
www.northernlights.com

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22-003

1.6.3 Ballard Avenue Alternative

- 1) This alternative route will provide the business along this proposed route an opportunity for increased patronage from users of the trail.
- 2) Second best alternative to Shilshole North route.
- 3) Should route via connector segment to Leary alternative 23rd Avenue NW to 28th Avenue NW

22-004

1.6.4 Leary Alternative

- 1) Least favorable alternative route

22 - 003 Your comments are noted. The Ballard Avenue Alternative has not been selected as the Preferred Alternative.

22 - 004 Your comment is noted.

Thank you for your attention to our comments.

Rick J. Leavitt
Global Logistics Manager
Northern Lights, Inc.

Northern Lights, Inc.
4420 14TH Avenue NW
Seattle, WA 98107

June 2016

WORK ACTIVITY, AT GRADE DOOR ON NW 45TH STREET

DELIVERIES	FREQUENCY / LOAD
UPS Deliveries	- 35 packages daily average, 10# to 60# each Truck backed up to door, boxes loaded onto rolling parts cart
FEDEX Ground	- Four packages daily, 2# to 60# each
FEDEX Air	Truck backed up to door, boxes loaded onto hand-cart - Six packages daily, 1# to 50# each
M & M Fabricators	Truck backed up to door, boxes loaded onto hand-cart or hand carry - Once a week, 2-4 pallets, 200# to 850# each
Luke Mfg.	Truck packed adjacent to door, unloaded with forklift - Twice a week, 1-4 pallets, 200# to 850# each
Universal Sheet Metal	Truck packed adjacent to door, unloaded with forklift - 2-5 days a week, sometimes 2-3 times a day, truckload quantities Truck packed adjacent to door, unloaded with forklift/pallet jack
Morel Industries	- One to twice a week, 1-3 pallets, 200# to 450# each
Schippers and Crew	Truck packed adjacent to door, unloaded with forklift - One to twice a month, 1 pallet, 200# average
Specialty Foam	Truck packed adjacent to door, unloaded with forklift - One to twice a month, 1-3 large boxes, 10# to 50#
Fairvest Fabricators	Truck backed up to door, boxes loaded onto hand-cart - One to twice a month, 2-5 boxes, 25# to 150# each
J.I.T. Mfg.	Truck backed up to door, boxes loaded onto hand-cart - One to twice a month, 1-5 boxes, 12# to 35# each
Fittings Inc.	Truck backed up to door, boxes loaded onto hand-cart or hand carry - 3-4 times a week, several small boxes, 1# average
Fremont Carquest	Truck backed up to door, boxes loaded onto hand-cart or hand carry - Three times a week, several small boxes, 1# to 2# each
Case Marine	Truck backed up to door, boxes loaded onto hand-cart or hand carry - Once a week, several small boxes, 1# to 2# each
American Flex/Hose	Truck backed up to door, boxes loaded onto hand-cart or hand carry - One to twice a week, several rolls of hose and boxes of fittings
Blanchard Electric	Truck backed up to door, boxes loaded onto hand-cart or hand carry - Once a week, 4-10 boxes, 25 lbs average each box
Eastenal Inc.	Truck backed up to door, boxes loaded onto hand-cart - Twice a week, several small boxes, 1# to 2# each
Platt Electric	Truck backed up to door, boxes loaded onto hand-cart or hand carry - Once every two weeks, 4-15 boxes, 6# to 35# each
Ballard Electric	Truck backed up to door, boxes loaded onto hand-cart or hand carry - Once every two weeks, 1-5 boxes, 12# to 35# each
Branom Instrument co.	Truck backed up to door, boxes loaded onto hand-cart or hand carry - Once a week, 4-15 boxes, 6# to 35# each
	Truck backed up to door, boxes loaded onto hand-cart or hand carry

Stoneway Electric	- Once every two weeks, 4-10 boxes, 12# to 35# each Truck backed up to door, boxes loaded onto hand-cart
Spencer Fluid Power	- Once a month, 2-10 boxes, 10# to 80# each
Marketing Group	Truck backed up to door, boxes loaded onto hand-cart or hand carry - Once a week, 5-10 boxes, 1# to 18# each Truck backed up to door, boxes loaded onto hand-cart or hand carry

SHIPMENTS	FREQUENCY / LOAD
UPS Shipments	- 35 packages daily average, 10# to 60# each Truck backed up to door, boxes unloaded off rolling parts cart
FedEx Air	- 6 packages daily average, 1# to 50# each Truck backed up to door, boxes unloaded off hand-cart
DHL	- 2 packages daily average, 1# to 6# each
Transgroup	Truck packed adjacent to door, boxes hand carried - 2 packages daily average, 1# to 6# each
BAX Global	Truck packed adjacent to door, boxes hand carried - 1 packages daily average, 1# to 80# each
Alaska Air Forwarding	Truck packed adjacent to door, boxes hand carried - 1 packages twice a week, 1# to 12# Truck packed adjacent to door, boxes hand carried

In the event we can not park trucks at or adjacent to our at grade door on 45th Street NW, we would have to park the trucks in the middle of proposed stripped area in the center of 45th Street NW and cross both vehicular as well as bicycle traffic to get in and out of our building with hand carts, rolling parts carts and forklifts.

We could also load and unload the trucks in our loading dock parking area to the east of our main building. The trucks now loaded and unloaded at the 45th Street NW door are not at loading dock height, so we would have to go outside with a forklift to perform this work.

Loading and unloading in the loading dock parking area is not always feasible because of the activity at the other businesses located in the same area. The east parking lot is usually filled to capacity and has car and truck traffic in and out all day. In addition, if the bike trail is constructed as currently proposed Northern Lights loses fourteen parking spaces on 45th Street NW further adding to already over crowded parking areas. We could not perform loading and unloading activities without blocking either traffic or fire lanes.

If we choose to use the east parking area for tasks noted above we would also add additional labor hours to each department, add congestion to warehouse and shop areas, decrease our productivity due to increased congestion, and increase safety hazards due to increased forklift traffic through production areas.

FORKLIFT USAGE, AT GRADE DOOR ON 45TH STREET NW

Approximately fifteen times daily, (Thirty times in and out)

To and from yard area with pallets, crates, engine frames, sound enclosures, engines, etc.

To and from other warehouse area with sound enclosures, 1111 45th Street NW,

To and from Service Shop, engines and generator sets, 1119 45th Street NW,

To and from Sub-Assembly & warehouse area, pallets of castings & parts,

1143 45th Street NW

DELIVERIES TO LOADING DOCK AREA, EAST SIDE OF BUILDING

Trucks are from local delivery 28' vans to line haul trucks with 53' trailers.

Approximately 514 yearly (average ten weekly)

SHIPMENTS FROM LOADING DOCK

Trucks are from local delivery 28' vans to line haul trucks with 53' trailers.

Approximately 817 yearly (average seventeen weekly)

(All these figures are based on our 2015 fiscal year)

Letter No. 23



GROUNDSWELL NW
 Creating Community Parks & Habitat

Burke Gilman Trail Missing Link team members:

Groundswell NW has been advocating for completion of the Burke Gilman Trail along the Ballard spur railroad corridor for over 20 years. We see the completion of the trail as a vital connection, both within our NW Seattle community and linking us to the region. It is time to complete the Missing Link along the South Shilshole alternative, and we offer the following comments on the Draft EIS.

23-001

1. South Shilshole is the only alternative that will truly create a similar experience to the rest of the Burke Gilman Trail. Table ES-4 on page ES-10 identifies both Shilshole South and Shilshole North as providing “similar recreational experience to existing BGT,” but Shilshole North crosses 14 intersections, compared to 4 for Shilshole South. The main positive characteristic of the BGT, not only for recreation but also for commuting and other transportation purposes, is its separation from the street grid and lack of crossings.

23-002

2. That same table's assessment of recreation aspects notes that South Shilshole is the “most disconnected from commercial areas of Ballard,” ignoring the commercial areas to the south of that route that it is best connected to, and the fact that a South Shilshole alignment would be a catalyst for developing better connections between Ballard's retail core to its maritime commercial area and significant employment center along Salmon Bay. It would also provide the best connection to the shoreline street end parks at 14th, 20th, 24th and 28th Avenues NW, improving Ballard's links to our maritime heritage.

23-003

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

23-004

4. A picture is worth a thousand words (or numbers) and the DEIS should include a graphic representation of the traffic in the area, with wider lines proportional to the volume of traffic. That would clearly show that the Shilshole South alternative not only crosses 69-75% fewer intersections, it crosses the least volume of traffic by an even greater percentage.

23-005

5. Although the DEIS alludes to potential impacts on freight mobility for water-related and water-dependent industrial uses along Shilshole, it should emphasize that locating a multi-use trail along Shilshole South is not inconsistent or detrimental to ongoing industrial uses. In fact, the DEIS reflects that traffic flow would be improved at some intersections, “reestablishing NW 45th St as a two-way street open to trucks, thus improving traffic flow and connections in that portion of the study area and continuing to support industrial land uses” and adding a “new

23 - 001 The Preferred Alternative largely follows the Shilshole South Alternative Alignment, with some variation toward the western end where it follows along the west side of 24th Ave NW, and then connect to NW Market Street, where it follows the Shilshole North and Leary Alternatives. The Preferred Alternative would create a similar recreational experience to the existing BGT, and would be separated from vehicle traffic.

23 - 002 For the recreation analysis, the Ballard Avenue Landmark District commercial area is considered as a recreational attraction. Maritime commercial areas to the south of the Shilshole South Alternative are not a recreational attraction. The Shilshole South Alternative's proximity to Shoreline Street End parks is discussed in Section 5.3.3.

23 - 003 Section 8.3.4 of the Final EIS acknowledges that approximately 68 of the 261 removed spaces could remain as unregulated, parallel spaces either between the proposed multi-use trail and existing buildings, or between the proposed multi-use trail and Shilshole Ave NW depending on whether the trail is adjacent to the roadway or buildings.

These unregulated parking spaces have been defined in Section 8.2.1 of the Draft EIS and have historically been used for business parking and loading. Although the spots along Shilshole Ave NW are not formally organized, they are used for business purposes similar to other parking spaces within the study area.

As stated in Section 8.3.2 of the Draft EIS, the Build Alternatives would improve the nonmotorized facilities in the form of the new multi-use trail, new sidewalks, and improved roadway crossings.

23 - 004 Your comment is noted. Please see Chapter 7 of the FEIS for additional traffic information and updated graphics have been included.

23 - 005 Your comment is noted. Impacts on freight mobility for the Build Alternatives are described in Chapter 7 of the Final EIS and Chapter 5 of Technical Appendix B.

23-005

signal at 17th Ave NW and Shilshole Ave NW could improve traffic flow, which could benefit both freight and non-freight traffic." See Land Use Discipline Report, at 5-10, 5-11. As reflected in the Parametrix study, the Shilshole South route would be expected to maintain or improve traffic flow along this trail alignment. Impacts are likely to be "minor delays" for "short periods" of time.

23-006

6. The DEIS also minimizes the significance of the level of existing bike use along the South Shilshole route as it is the shortest, flattest, fastest route.

23-007

7. The EIS will be a grand waste of time and money if it doesn't adequately address all alternate proposals put forward, including the elevated route along Shilshole and the cycletrack along Leary and Market. Please make sure these proposals, however flawed, are fully addressed, leaving no room for further litigation. An argument could be made that the Leary route wastefully duplicates pedestrian capacity along the sidewalk with a multi-use trail immediately adjacent, increasing the impact and cost unnecessarily. Please show clearly that even if the "trail" portion was reduced to the minimum necessary for wheeled users, leaving pedestrians to use the sidewalk, the cost and impacts to parking, traffic and transit would not be appreciably different than the studied alternative.

Even without addressing these issues, the DEIS clearly shows what we've held for years, that the South Shilshole route is far superior to any of the alternates. Fully addressing these issues will make that even clearer and we trust will move us closer to finally building the Missing Link.

Sincerely,

Groundswell NW Board Members:

Dave Boyd, Dawn Hemminger, Frana Milan, Jan Satterthwaite, David Folweiler, Renee Dagseth, Dennis Galvin, and Devon Shannon

23 - 006 Nonmotorized use on the existing BGT near the project area is described in Section 7.2.5 of the FEIS. Pedestrian and bicycle use associated with the Shilshole South Alternative is described in the Impacts Section 7.3.4 of the FEIS.

23 - 007 During the alternative development process the City received a number of suggestions for potential routes and facility types to complete the Missing Link, including an elevated route and a cycle track along Leary Avenue NW and NW Market Street. We developed screening criteria to narrow the possible alternatives, focusing on the development of a safe, multi-use trail that would be similar in design and feel to the rest of the Burke-Gilman Trail system. We did not carry forward those ideas that did not serve the same purpose as a multi-use trail, such as the cycle track, or that were deemed infeasible due to cost, complexity, or impact, such as the elevated bikeway. Please see Section 1.9 for further discussion on the ideas for completing the Missing Link that were not carried forward.

Letter No. 25

Commercial Marine
CONSTRUCTION COMPANY



July 9, 2016

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

Dear Mark, Art and Jill,

25-001

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

25-002

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

25-003

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

Thank you for your consideration,

Suzanne Dills
Suzanne Dills, President

Commercial Marine Construction Co., Inc.

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

25 - 001 Thank you for your comments.

25 - 002 Your comment is noted. Under the Preferred Alternative, the trail along NW 45th Street will be shifted north to allow a 12- to 14-foot shoulder to improve sightlines and allow room for loading and unloading activities, including keeping the loading dock at Ballard Insulation.

25 - 003 Your comments are noted. A description of the Preferred Alternative is included in Section 1.6.1 of the FEIS. SDOT is proposing to return NW 45th St to a two-way street.

2540 WESTLAKE AVE. N., SUITE D • SEATTLE, WA 98109

	Statement Number:	12036
	Statement Date:	5/31/2016
	Send payment to:	Seattle Dept of Transportat Attn: Accounts Receivable 800 5th Avenue #3000 PO Box 34996 Seattle, WA 98124-4996
		Make Checks Payable to City of Seattle:
<p>CUSTOMER NUMBER: TRN00HIN</p> <p>COMMERCIAL MARINE CONSTRUCTION 2540 WESTLAKE AVEN SEATTLE, WA 98109</p>		

Inv Date	Invoice #	Permit #	Current	1 - 30	31 - 60	61 - 90	Over 90	Interest	Amt Due
05/20/2016	T0204540	273810	280.76	0.00	0.00	0.00	0.00	0.00	280.76
Total:			280.76	0.00	0.00	0.00	0.00	0.00	280.76

Please disregard if the payment has been sent. If you have any questions or need copy of original invoices, please call Accounts Receivable at 206/684-5058 or email us at SDOT_AR@Seattle.Gov

Letter No. 26

BALLARD INSULATION, INC.

1125 N.W. 45th St., SEATTLE, WA 98107 Phone: 782-7635 Fax: 782-1640

July 20, 2016

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

Re: Missing Link Draft EIS

26-001

After reviewing the four proposed routes, personally, I feel the Ballard Avenue route is the best choice followed closely by Shilshole North. To me, the Leary alternative and Shilshole South pose the most dangers and economic impact. The Ballard Avenue route seems to have the potential for positive commercial impact for those businesses along the route and that route would avoid some of the most dangerous traffic areas in our area.

26-002

For Ballard Insulation, the South Shilshole choice would eliminate our loading dock and employee parking. We have trucks using the dock as many as 20 times a day during our busiest season. We would have to block the trail to load and unload our materials. The businesses along our portion of the route are largely marine/industrial companies which do not realize an increase in business from the traffic as those shops on Ballard Avenue would realize.

26-003

Complicating the matter is that we have no alternative route to access our work locations. This means our only place of access is 45th Street, whereas every other route does have alternative ways to access the various businesses. This is a dangerous mix of bikes, large trucks, and all other vehicles, as well as a train. The total relocation of utilities along 45th Street is another expensive complication that needs consideration. On the nicest of days weather-wise, the addition to boats and trailers that get backed up across 45th Street on 14th Avenue further adds to this dangerous mix.


26-004

In the near term, there will be two large projects on this route, the CSO Retention Vault project (11th and 45th) and the large Ballard Blocks II project (14th and 45th) will force detours to the South Shilshole option for a prolonged period.

26-005

I am fully aware that each site has its pros and cons, but the South Shilshole alternative is punitive for those of us between 11th and Shilshole. Ave. We have no alternatives and will be willfully placed in a dangerous traffic environment by the City. All of this and a public boat launch that backs up 14th during the nicest of summer days.

Sincerely,



Robert Wagner

26 - 001 Thank you for your comments.


26 - 002 Under the Preferred Alternative, the trail along NW 45th Street will be shifted north to allow a 12- to 14-foot shoulder to improve sightlines and allow room for loading and unloading activities, including keeping the loading dock at Ballard Insulation.

26 - 003 Your comment is noted.

26 - 004 SDOT will continue to coordinate with other projects in the area. Chapter 11, Cumulative Impacts, in the Draft and Final EIS includes the Ship Canal Water Quality (CSO) project and C.D. Stimson development.

26 - 005 Your comment is noted. Please refer to the response to Comment 26-002.

Letter No. 27



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.

27-001

Any route that takes the Burke-Gilman trail onto Market ^{East of 24th} ~~puts an unnecessary~~ ^{creates} unreasonable competition between pedestrians and cyclists. The reality of pedestrian behavior is that it will be treated as a wide sidewalk not a path. Putting the trail on 56th and expecting people to detour North for it seems similarly unrealistic.

27 - 001 Thank you for your comment. SDOT has considered route length in determining a Preferred Alternative, which travels along NW Market St west of 24th Ave NW. Additionally, the trail would be a multi-use trail for pedestrian and bicycle use as well as other non-motorized uses.

Commenter information

Name: Aaron Shaver


Address: 5920 24th Ave NW

Email: _____

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

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

Letter No. 28



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.

28-001

I am a daily bicycle commuter (your route, Rain on Shore). My route takes me right through the missing link area and then on to the BGT heading east. By far the most dangerous and risky part of my commute is the missing link. I have had a number of close calls and one crash while riding this section. I urge the city to make this route as safe as the rest of the BGT.

I have used all of the four options and the best one overall is Shilshole South (blue). The most important reason it is the best is that it is most isolated from vehicle traffic and has the fewest street crossings.

Commenter information

Name: Alan Warwick

Address: 2029A NW 60th Street


Email: alanwar_hornel@hotmail.com

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

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

28 - 001 Thank you for your comments.

Letter No. 29



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.

29-001

The best option for pedestrians and cyclists is
 Shilshole Ave South. I strongly support this choice

If that option is not chosen, then I strongly support
 any of the other build options to get the trail
 completed. It has been needed for a very
 long time - the current configuration is
 very dangerous.

Commenter information

Name: Andrew Dannenberg
 Address: 2810 NE Surber Drive, Seattle 98105
 Email: ALD2810@AOL.COM

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

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

29 - 001 Thank you for your comments.

Letter No. 30



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.

30-001

TEMPORARY CONSTRUCTION IMPACTS RANKINGS FOR
 PEDESTRIAN/BICYCLE ACCESS SHOULD BE REVISED. BECAUSE ANY
 CONSTRUCTION ZONE ON SHILSHOLE SOUTH WOULD PROVIDE ADA
 ACCESSIBLE ALTERNATE ROUTING, IT WOULD BE AN IMPROVEMENT
 OVER EXISTING CONDITION, WHICH IS NOT ACCESSIBLE. CHANGE TO
 POSITIVE. LEADY SHOULD BE CHANGED TO NEGATIVE, AS SIDEWALK
 CLOSURES WOULD REQUIRE STREET CROSSING, AND LEADY IS A VERY
 DIFFICULT STREET TO CROSS.

30-002

MUP WIDTH OF 10-12' IS TOO NARROW TO SAFELY ACCOMMODATE
 ALL TRAIL USERS. LOCAL, NATIONAL, AND INTERNATIONAL GUIDANCE
 RECOMMENDS A WIDER TRAIL - CONSTRUCTING A 10' TRAIL WOULD
 BE SHORT-SIGHTED AND A SIGNIFICANTLY WASTED OPPORTUNITY.

Commenter information

Name: ANDY BAKER

Address: 1871 NW 65th St

Email: BILIEVINO@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

30- 001 Thank you for your comment. The graphics used during the public meetings were solely for the purpose of quickly comparing relative impacts, and were not part of the Draft EIS. The DEIS and FEIS describe short-term construction impacts for each alternative on each element of the environment.

30- 002 Safety is a critical component of the project. SDOT is following the American Association of State Highway and Transportation Officials (AASHTO) and National Association of City Transportation Officials (NACTO) guidelines, which recommend a 10- to 12-foot wide path for multi-use facilities. In several sections, the multi-use trail would serve as the sidewalk for pedestrians as well as the path for other users. From NW 54th Street to the intersection of NW Market Street and 24th Ave NW, there would be a 6- to 10-foot sidewalk adjacent to the multi-use trail.

Letter No. 31

SDOT
 South Department of Transportation

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

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

31-001

Shilshole South looks like the clearest/most direct option and least disruption to residents, the Ballard Market and small shops as well as Bus Routes. The Ballard Market being held in its current location warms the retail shops with the market and is a wonderful Sunday experience as well as important livelihood for small shops and farmers.

31-002

As an aside - anything can be done to slow traffic on Leary and keep it safe for pedestrians would be welcome. Shilshole South has very little foot traffic anyway.

Commenter information

Name: Ann Holstrom

Address: 2233 NW 58th St. #306

Email: annholstrom@hotmail.com

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

Email: BGT_MissingLink_Info@seattle.gov

Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

31 - 001 Thank you for your comments. Implementation of the Preferred Alternative will not disrupt the Farmer's Market.

31 - 002 The Leary Avenue Alternative would change Leary Ave NW and NW Leary Way to a two lane road (one travel lane in each direction) with a center turn lane. However, the Preferred Alternative would not implement this change. You may send concerns about pedestrian safety on Leary Ave to SDOT at 684-Road@seattle.gov.

Letter No. 32



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.

32-001

As A biker in Seattle I prefer the
shilshole south Alternative

Commenter information

Name: Byron Davidson

Address: Byron-davidson@hotmail.com

Email: 7314 15th Ave NW Seattle WA 98117

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

Email: BG_T_MissingLink_Info@seattle.gov

Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

32 - 001 Thank you for your comment.

Letter No. 33



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.

33-001

I think the Shilshole South alternative looks like the best choice. Fewest driveways, lowest loss of loading zones, most direct + safest route for cyclists, no need to cross or ride on busy main commercial thoroughfares like Market or Ballard. Let's get going, it will be great!

Commenter information

Name: BRUCE SANCHEZ

Address: 4180 42ND AVE NE, SEATTLE 98105

Email: bruce@brucesanchez.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

33 - 001 Thank you for your comment.

Letter No. 34



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.

34-001

I feel that the Shilshole Avenue South Alternative is the only and best choice. It is the safest for trail users and would only nominally affect other transportation in the area. It was always the choice for the trail completion and should FINALLY move forward.

Commenter information

Name: Carolyn McQueen

Address: 4307 4th Avenue NW 98107

Email: carolynimini@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

34 - 001 Thank you for your comment.

Letter No. 35

Greetings and thank you for the opportunity to speak. My name is Charlie Costanzo and I live and work in Ballard, and I am an avid cyclist, and an advocate for vessel operators and marine businesses here in our neighborhood.

I strongly encourage SDOT to fill in the missing link on the Burke-Gilman trail by routing along Leary Way. I believe that an arrangement that includes a sidewalk, northbound bike lane, northbound traffic lane, southbound traffic lane, southbound bike lane and sidewalk is:

1. more protective of cyclist safety,
2. more respectful of industrial user needs,
3. more conducive to local commerce in the downtown Ballard core, and
4. more in keeping with the practical needs of bicycle commuters.

The ideal Burke-Gilman would then provide a bicycle lane down Market St. to the portion of the dedicated trail that begins at the Ballard Locks.

I love the portion of the Burke-Gilman trail that winds along the canal through Fremont but I acknowledge that my safety feels compromised once I ride out of Fremont Canal Park. With the Shilshole option, no other portion of the Burke-Gilman would interact so closely and so dangerously with heavy marine industrial businesses. This option lays the groundwork for serious injury to cyclists. Cyclists are better protected on Leary.

As a maritime advocate, Shilshole provides a vital link to one of the last remaining industrial maritime centers in the City. Skyrocketing real estate prices and encroachment from gentrification is having real impacts on these businesses, and if it's important to provide marine industrial jobs and to protect economic diversity, then we should not adopt policies that further undermine the viability of marine businesses in this area. The marine businesses on the canal contribute millions of dollars to the local economy and the viability of these businesses is critically important to the area's most important tourist attraction, the Ballard Locks.

Furthermore, the Shilshole option funnels bicycle traffic around the downtown core of Ballard – around shops and restaurants that need customers. By sending traffic along Leary and Market, we have the opportunity to strengthen commerce in Ballard and protect industry. The Leary option provides a missing link, protects the interests of industrial users, strengthens the position of Ballard shopkeepers and restaurant owners, and ensures that cyclists will not have frequent and dangerous interactions with the necessary industrial transportation currently using Shilshole. For these reasons, I support extending the Burke-Gilman trail via Leary Way.

Thank you.

Charles Costanzo
 206 257-4723
 ccostanzo@americanwaterway.com

35-001

35-002

35-003

35-004

35 - 001 Thank you for your comments. Your preference for an alignment along Leary Way is noted; however, SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.

35 - 002 Safety is a critical component of this project and the Preferred Alternative best meets the project objectives for a safe, direct, and defined multi-use trail, which will also improve predictability for both people driving and people using the trail. Please refer to Section 1.7.1 for a discussion of design features that can be employed to reduce potential hazards.

35 - 003 The DEIS notes that, over the medium to long term, the study area will likely experience significant socioeconomic and industry changes, regardless of whether or not the BGT Missing Link is constructed. The operation of the BGT Missing Link may add to the competitive pressures facing industrial users. However, given the economic trajectory of the study area, SDOT expects that the incremental impact of any of the Build Alternatives for the BGT Missing Link would be small by comparison.

35 - 004 Your comments are noted.

Letter No. 36



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.

Business impacts

36-001

Should include increase in Bicycle + Pedestrian
 traffic / Patronage of Businesses Near Major Bike
 route

36-002

and should ~~include~~ include improvements in health,
 less injuries.

City streets are for transportation, Not parking!

Commenter information

Name: Chris Covert-Bowles

Address: 523 North 84th St, Seattle 98103

Email: CoCovertBowles@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

36- 001 Thank you for your comments. The DEIS noted that restaurants and retail establishments would likely benefit due to increased business from bicycle and pedestrian customers. A formal evaluation of the health benefits of the trail is outside the scope of the Economic Considerations Report and the EIS.

36- 002 Your comment is noted.

Letter No. 37



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.

37-001

With the Shilshole South alternative:
 Would it be possible to create a
 "frontage road" with fewer driveways
 crossing the trail?

That would make it safer for the industrial
 drivers and also allow them to use that
 road to move quickly get to ~~the~~ Shilshole
~~without~~

Commenter information

Name: _____

Address: _____

Email: _____

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

Email: BGT_MissingLink_Info@seattle.gov

Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

37 - 001 It would not be possible to create a frontage road alongside the trail along Shilshole Ave NW without adversely affecting the way the adjacent businesses conduct their operations. The road would need to be immediately adjacent to loading bays and docks, which would cause conflicts with vehicles travelling along the frontage and necessitate turning movements that are too tight for large freight trucks to make. In addition, a frontage road would cause a greater loss of parking and may result in additional railroad track relocation or removal.

Letter No. 38



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.

38-001

THE SOUTH SHILSHOUE ROUTE IS THE OBVIOUS CHOICE.
THE SOUTH SHILSHOUE IS BEST FOR SAFETY OF ALL TRAIL
USERS AS WELL AS BETTER FOR CARS AND TRUCKS. THE
TRAIL HAS BEEN STUDIED TOO MUCH AND NEEDS TO
BE BUILT.

Commenter information

Name: _____

Address: _____

Email: _____

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

Email: BGT_MissingLink_Info@seattle.gov

Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

38 - 001 Thank you for your comment.

Letter No. 39



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.

39-001

THE BEST ROUTE IS SHILSHOLE SOUTH
FORCING TRAIL USERS ON TO STREETS
IS UNSAFE BALLARD OIL AND SALMON
BAY SAND & GRAVEL WILL JUST ~~NOT~~
HAVE TO DEAL WITH IT

Commenter information

Name: _____

Address: _____

Email: _____


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

Email: BGT_MissingLink_Info@seattle.gov

Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

39 - 001 Thank you for your comment.

Letter No. 40



Comment Form
 BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

40-001 Why aren't you using 17th Ave NW?
 It's already a designated pedestrian/cyclist
 "road".

40-002 So now we need yet more cycle-dedicated
 routes?

Dollars to doughnuts you all elect Ballard Avenue.

Why? Because it makes the least sense.

Commenter information

Name: _____

Address: _____

Email: _____

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

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

40 - 001 17th Ave NW was considered as part of the initial alternatives selection process. It was identified as a possible connector route and was generally evaluated as part of the EIS process. However, 17th Ave NW has not been selected as part of the Preferred Alternative. Refer to Section 1.4.2 of the FEIS for a discussion of the selection process for the Preferred Alternative.

40 - 002 The objective of the project is to complete the approximately 1.4-mile missing link of the Burke-Gilman Trail. The trail will serve non-motorized users of all types, not just bicycles.

The Preferred Alternative does not travel along Ballard Avenue. Refer to Section 1.4.2 of the FEIS for a discussion of the selection process for the Preferred Alternative.

Letter No. 41

SDOT
 Seattle Department of Transportation

Comment Form
 BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

41-001

41-002

Of the four choices, only Shilshole South provides an adequate trail route. The other three routes are indirect with grades and many intersections. My experience: commuting by bike for 25 years, 10 of which have been on Seacrest Avenue downtown. Intersections are where cyclists die. Intersections are where the conflicts happen. Interfacing with occasional truck traffic is easy. Truck drivers are careful and professional. The slight delay of a few trucks is worth the lives saved.

Commenter information

Name: _____

Address: _____

Email: _____

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


Email: BGT_MissingLink_Info@seattle.gov

Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

41 - 001 Thank you for your comment. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.

41 - 002 Safety is an important component of the project. SDOT is following City standards and the American Association of State Highway and Transportation Officials (AASHTO) and National Association of City Transportation Officials (NACTO) guidelines throughout the trail design process. Roadway modifications, intersection treatments, driveway design, and parking lot changes that could be incorporated in the final design phase of the project to address safety, access, nonmotorized users, and vehicle types are described in Section 1.7.1, Roadway Design and Safety Considerations.

Letter No. 42



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 BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

42-001

I cannot express in words my excitement for the missing link to finally be a term of the past. Thank you SDOT and Mayor Murray for your commitment to leaving your legacy ~~and~~ by fulfilling the promise of Vision 2040.

I am in favor of the South Shilshole alternative since that is the most direct route with fewest crossings.

Specific points of feedback:

42-002

-The DEIS discusses the recreational benefits for people walking, biking, but there are great transportation benefits as well (I primarily get around Seattle by bike)

42-003

- I encourage SDOT to build for success - is 8-12 feet

Commenter information

Name: _____

Address: _____

Email: _____

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

Email: BGT_MissingLink_Info@seattle.gov

Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

- 42- 001 Thank you for your comments. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.
- 42- 002 The objective of the project is to construct a multi-use trail for pedestrian and bicycle use, as well as other non-motorized uses, for both recreation and transportation purposes.
- 42- 003 The Preferred Alternative's proposed 10- to 12-foot wide multi-use trail meets City standards and the current American Association of State Highway and Transportation Officials (AASHTO) and National Association of City Transportation Officials (NACTO) guidelines for the design of bicycle facilities. In several sections, the multi-use trail will serve as the sidewalk for pedestrians as well as the path for other users. From NW 54th Street to the intersection of NW Market Street and 24th Ave NW, there would be a 6- to 10-foot sidewalk adjacent to the multi-use trail.

42-003 Really wide enough, particularly given the incredible growth in the city / Ballard in particular?

42-004 - Does it make sense to minimize conflict between people walking + biking in the way UW has with their section?

42-005 - At intersections, I would greatly prefer driveway-style (like Bell St) or at least raised crossings. This configuration emphasizes that vehicles are guests crossing ^{on} the trail and should be watchful when passing through.

42 - 004 Safety is an important component of the project. The American Association of State Highway and Transportation Officials (AASHTO) and National Association of City Transportation Officials (NACTO) guidelines for the design of bicycle facilities are being consulted throughout the trail design process. The trail design, including the use of pavement markings and different pavement types on the trail, will be considered during final design.

A split pedestrian/bicycle trail system, similar to that currently present through University of Washington campus, is not necessary for the Missing Link section because the complexity of user movements and trail user volumes are much greater at the UW than are anticipated for the Missing Link section.

42 - 005 Thank you for your comment. Roadway modifications, intersection treatments, driveway design, and parking lot changes that could be incorporated in the final design phase of the project to address safety, access, and nonmotorized users are described in Section 1.7.1, Roadway Design and Safety Considerations.

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

Letter No. 43



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

43-001
 43-002
 43-003

Shilshole South is the only sensible route. Shilshole is nearly flat and is the most direct. Shilshole north has several street intersections that are a significant hazard. I ride shilshole now and intersections are always threatening. Ballard Av is unsuitable due to high traffic, high pedestrian traffic, delivery trucks, Sunday Farmers Market and inappropriate pavement.

Commenter information

Name: _____

Address: _____

Email: _____

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

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

- 43- 001 Thank you for your comment. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.
- 43- 002 Refer to Section 1.7.1 of the FEIS for a discussion of the roadway design and safety considerations associated with intersections and driveways.
- 43- 003 Your comment is noted.

Letter No. 44

SDOT
Seattle Department of Transportation

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

44-001

Henry

The Shilshole South Alternative makes the most sense.

- Henry - too many convoluted turns
- Ballard Ave - too many turns, # of

The Farmers Market is very popular and should not be impacted by competing the trail.

- Shilshole north crosses too many roads

Commenter information

Name: David Gordon

Address: 6006 22nd Ave NW 98107

Email: Dave_Gordon@hotmail.com

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

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

44 - 001 Thank you for your comment. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.

Letter No. 45



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45-001

The South Shilshole Route is the only option bicyclist consider worthy of consideration. It is time for the businesses along this corridor to bow to the wishes of the majority of Seattle. The obstructive and hostile attitude of the individuals at Sulwin School Board Chamber of Commerce BNR should not be tolerated.

Commenter information

Name: Dennis McC...

Address: 200 NW Bowden Pl 98107


Email: whfred@uw.edu

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

45- 001 Your comment is noted.

Letter No. 46



Comment Form
 BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

46-001 I favor minimal impact on industry.
 It's an endangered species in Seattle, and we
 need to keep blue collar jobs.
 And Shilshole options have too much truck
 traffic ^{which will} endanger bicyclists.

46-002 Leary Way may be the best, although
 it will slow down a major arterial into Ballard.

46-003 Ballard Ave is the quietest and therefore
 maybe the safest

Commenter information

Name: DM Hoge

Address: 118 N 35 #301

Email: thehoges@lesliehoge.design.biz

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

46- 001 Thank you for your comment.

46- 002 SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.

46- 003 Your comment is noted.

Letter No. 47

 **Comment Form**
BURKE-GILMAN TRAIL MISSING LINK PROJECT
Draft Environmental Impact Statement (EIS) Public Hearings:
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Please share your comments on the Draft EIS. Use back page if needed.

47-001

Prefer South Skidshole
route

Commenter information

Name: Jacoby Talbot
Address: 5450 Leary Ave NW #356
Email: Jtalbot XXXX@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

47 - 001 Thank you for your comment.

Letter No. 48

Comment Form
 BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

48-001

Please Complete the BG Trail in the most Direct & Least Intersection Route. Find & Complete Safety Issues.
to the best practices

Please Move Forward with your original choice as it is the Safest Route.

Thank you!

Commenter information

Name: Douglas Fair
 Address: 830 NW 60th St Ballard, 98107
 Email: DougFair@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

48 - 001 Thank you for your comment. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.

Letter No. 49



Comment Form

BURKE-GILMAN TRAIL MISSING LINK PROJECT

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

49-001

I really hope that the shellshale South route is chosen. It will keep me the safest as a bicyclist. It would keep in "character" of the Burke Gilman trail as it would be away from the hustle and chaos of downtown Ballard.

Commenter information

Name: Elizabeth Alexander

Address: 6316 30th Ave NW

Email: betalexander61@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

49 - 001 Thank you for your comment.

Letter No. 50



Comment Form

BURKE-GILMAN TRAIL MISSING LINK PROJECT
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50-001

Given that the stillshole South Blue alternative keeps best to the character of the Burke-Gilman trail and is the most efficient direct route and does not require acquiring and private property, it is the best choice. It has been nearly 20 years that we've been trying to get this missing link completed. Let's start the build in 2017!

Commenter information

Name: Eric Smith

Address: 6009 34th Ave NW

Email: eamithneo@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

50 - 001 Thank you for your comment.

Letter No. 51



Comment Form

BURKE-GILMAN TRAIL MISSING LINK PROJECT
Draft Environmental Impact Statement (EIS) Public Hearings:
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Please share your comments on the Draft EIS. Use back page if needed.

51-001

BUILD THE BLUE ROUTE ON SHILSHOLE.

Commenter information

Name: Fred Young

Address: _____

Email: _____

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

Email: BGT_MissingLink_Info@seattle.gov

Mail: Scott Kubly, SDDT Director, PO Box 34996, Seattle, WA 98124-4996

51 - 001 Thank you for your comment.

Letter No. 52



Comment Form
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52-001

Shilshole S is best option to complete the trail.

52-002

Bike access on Market is important and we absolutely must do that too, but that should be a separate project.

Just. Build. It!

Commenter information

Name: Glen Bahlmann

Address: 6818B Oswego Pl NE

Email: glenbu@microsoft.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

52- 001 Thank you for your comment.

52- 002 Your comment is noted.

Letter No. 53



Comment Form
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53-001

CONSIDERING THERE IS NO "DESTROYABLE"
 ALTERNATIVE, IT SEEMS THE SHILSHOLE SOUTH
 OPTION WOULD LEAST IMPACT THE
 BALLARD URBAN VILLAGE.

53-002

HOWEVER, I WOULD PREFER THE
~~LEAST~~ LEAST OPTION DESPITE THE
 SEEMINGLY NEGATIVE IMPACT TO MASS
 TRANS & TRUCKING. IT WOULD PRIMARILY
 PACIFY TRAFFIC NORTH-SOUTH, ESPECIALLY
 AT THE "WILD" INTERSECTION OF LEARY,
 URBAN & 20TH. THAT INTERSECTION
 IS A DEATH WAITING TO HAPPEN.

Commenter information

Name: JACQUES PUBIT

Address: 8346 23RD AVE NW. 98117

Email: JACQUES.PUBIT7@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

53- 001 Thank you for your comment.

53- 002 Your comments are noted. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.

Letter No. 54



Comment Form

BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

54-001
 54-002
 The Shilshole South alternative is the path that provides the most space for all traffic & the greatest sight distance for bike riders & vehicle drivers to see each other & interact safely. The other routes cause much more interaction with much less sight distance. The Ballard Ave alternative is the least workable alternative & appears to be intended to divide trail riders, walkers, & market shoppers, resulting in more years of delay. After more a decade of delay, it's time to finish the missing link!

Commenter information

Name: Jeff Winter

Address: _____

Email: chalkous@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

54- 001 Thank you for your comments. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.

54- 002 Your comment is noted.

Letter No. 55



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

55-001

I am a 43^{year old} woman who rides for recreation and exercise. I have multiple health issues and have had numerous back surgeries and being safe on my bicycle is of great importance and concern for me. When I need to ride in the missing link area I am very nervous and do not feel safe. ~~I~~ I have read and understand the options and I strongly am in favor of the Shilshole South alternative as it has the fewest crossings, is the most direct for the continuation of the trail and has the least traffic and impact to small businesses. Thank you for giving the community the opportunity to voice our opinions.

Commenter information

Name: Jennifer Warwick

Address: 2029A NW 60th St. Seattle 98107


Email: jennaroc1@hotmail.com

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

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

55 - 001 Thank you for your comments.

Letter No. 56



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56-001

56-002

It is important to me to avoid disrupting activity on Ballard Ave. Also, the key alternative does not appeal to me because it is very indirect. Of the Shilshole options, the south option is preferable because of its lower occurrence of intersections. It seems like the most intuitive choice for bikes

Commenter information

Name: Jessica Balon

Address: 721 Nob Hill Ave N


Email: jessica.balon@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

- 56- 001 Thank you for your comments. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.
- 56- 002 Your comment is noted.

Letter No. 57



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

57-001

THE BURKE GILMAN TRAIL IS A KING COUNTY & SEATTLE ASSET. IT IS ONE OF THE MOST EFFECTIVE EAST-WEST CORRIDORS. THE COUNTY AND CITY HAS SEEN SIGNIFICANT URBAN & POPULATION GROWTH SINCE IT FIRST 1978 START. THE BALLARD NEIGHBORHOOD IS AN AREA THAT IN THE NEAR FUTURE WILL SEE SIGNIFICANT RESIDENTIAL & ^{COMMERCIAL} OFFICE GROWTH. THE SHILSHOLE SOUTH SOLUTION TO COMPLETE THE TRAIL OFFERS THE LEAST INTERSECTION CROSSING, HAS THE LEAST ELEVATION CHANGE AND THE LEAST IMPACT ON TRAFFIC & TRANSIT. IT IS THE BEST OPTION FOR MOBILITY FOR ALL TYPES OF RIDERS, ^{COMMUTERS} OFFER THE GREATEST OPPORTUNITY TO ALIGN WITH DEVELOPMENT AND THE ON GOING URBANIZATION OF THE AREAS LAND USE. THE SOUTH SHILSHOLE SOLUTION IS THE HIGHEST AND BEST USE. PLEASE STOP WASTING MY TAX DOLLARS AND GET THE MISSING LINK COMPLETED.

Commenter information

Name: John Gillespie

Address: 4307 4th Avenue NW, Seattle 98107

Email: GILLESPIE.JB@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

57 - 001 Thank you for your comment.

Letter No. 58

7/14/2016



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

58-001

My name is Jon Mathison and I live on the Fred Meyer side of the missing link and work on Ballard Avenue. Completing this trail will help me and my family and my coworkers who ride or walk on the missing link daily. Currently my children (ages 13,11,2) must ride along the missing link when we go into Ballard, go to the locks, or go to Golden Gardens. Getting this link finished is very high priority for my family and my coworkers.

58-002

With all due respect to Ballard Oil, the only route that makes sense to me is the Shilshole South Alternative. If the trail

Commenter information

Name: Jon Mathison

Address: 617 NW 44th St, Seattle (home), 5227 Ballard Ave NW, Seattle (work)
98107 98107

Email: jonmathison@yahoo.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

58- 001 Thank you for your comment.

58- 002 Your comment is noted.

58-002 goes elsewhere it is easy to predict that cyclists will continue to use Shilshole to commute. Looking at the intersections one would cross for the other (3) options ^{shows these} are non-starters. Traveling up hill to cycle next to a huge amount of cars on Market St and/or Leary Ave is not going to appeal to me or my family either.

58-003 From a safety aspect, having my wife and kids on Shilshole ^{South} makes sense, there are no huge roads to cross, all other options have these massive streets to cross.

58-004 As I told my uncle (Ballard Oil owner) the opposition mainly exists to protect their free parking currently on the Shilshole South route. Get rid of the free parking - and the feeling of entitlement to free parking - and the Shilshole South route makes itself. The other options are red herrings, diversion at best, and kicking the ~~same~~ ^{current} issue - bikes on Shilshole - down the road for solution later. ~~Ballard~~ is

58-005 Ballard is growing up. Let's plan for it. Let's make 'Vision Zero' a reality in Ballard. Support Shilshole South,

Email: BGT_MissingLink_Info@seattle.gov

Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

58-003 Your comments are noted.

58-004 SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.

58-005 Your comment is noted.

Letter No. 59



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

59-001

I have lived in Seattle all my life and will be a proud Seattlite 'til the day I die. I enjoy and rely on biking all over our city for commuting to work ~~and~~ as well as recreation. The Shilshole South proposed alternative is my strong preference for its ease, safety, and sensible routing to connect the missing link of the Burke-Gilman Trail. This project and the Shilshole South alternative in particular is ~~is~~ imperative to protect and enhance the treasure that is the Burke Gilman Trail and help ~~create the~~ continue to ~~make~~ Seattle a place that I want and am proud to live.

Commenter information

Name: Jonathan Loeffler

Address: 7338 24th Ave. NE

Email: alpinejl@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, SDDT Director, PO Box 34996, Seattle, WA 98124-4996

59 - 001 Thank you for your comment.

Letter No. 60

SDOT
 Seattle Department of Transportation

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

60-001

60-002

I have reviewed the Draft EIS, including the 4 proposed route options for the Missing Link. I think the clear choice is the Shilshole South option for a number of reasons. With a specially constructed/separate trail, it will be the safest with the fewest roadway crossings. This will also prevent traffic congestion that would occur if the trail ran down Ballard Ave ~~east~~, which has the most crossings. Further, I love the Ballard Farmers Market and ~~the~~ the vibe of Ballard Ave in general and I'm worried about the impact construction and the changed streetscape would have on the market and the small businesses on Ballard Ave. I hope the city will make the right choice for the trail users and community.

Commenter information

Name: Jordan Lowe
 Address: 2817 30th Ave S
 Email: jlowe222@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

- 60- 001 Thank you for your comments.
- 60- 002 Ballard Ave has not been selected as the Preferred Alternative. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.

Letter No. 61

SDOT
 Seattle Department of Transportation

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

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

61-001

61-002

REGARDING BALLARD AVE ALTERNATIVES
 SDOT & THE DPD HAVE WORKED FOR YEARS WITH THE
 BALLARD PARTNERSHIP FOR SMART GROWTH TO ALLEVIATE
 THE "PILE-UP" OF PEDESTRIANS, CAR/TRUCK TRAFFIC, &
 BIKERS ALONG BALLARD AVE. AND THEY CAME UP
 WITH A DELIGHTFUL ALTERNATIVE, MAKING BLVD AVE
 "CURBLESS" LIKE NEWLY-RECONFIGURED BELL ST.
 DOWNTOWN. WHAT A WASTE IF FOLKS IN ~~DIFFERENT~~
 OFFICES OF SDOT DON'T TALK WITH EACH OTHER!
 BOTTOM LINE, DON'T TRY TO PUT EVERYTHING ON
 ONE ROUTE, & KEEP BALLARD AVE CURBLESS!
 THANKS!

Commenter information

Name: LINDA MELVIN

Address: 6450 - 24TH AVE NW, #524

Email: LINDAMELVIN@MSN.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

61 - 001 Thank you for your comments. During the development of the Draft EIS, the Missing Link project team coordinated with staff from SDOT and the Seattle Office of Planning and Community Development (formerly Seattle Department of Planning and Development) involved in the Ballard Urban Design and Transportation Framework, and Move Ballard planning processes. The Ballard Avenue Alternative was developed based on the known existing condition of Ballard Avenue and not a potential future condition.

61 - 002 Your comments are noted. The Preferred Alternative does not travel along Ballard Avenue.

Letter No. 62



Comment Form

BURKE-GILMAN TRAIL MISSING LINK PROJECT

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

62-001

As a Ballard resident, cyclist, pedestrian, Ballard Farmer's Market customer among other things. I fully support the Shilshole South route as the safest, most direct, most logical choice for finishing the Missing Link

Commenter information

Name: Luke Larson

Address: 2606 NW 57th St Unit A

Email: L Larson 2E2@gmail.com


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

Email: BG_T_MissingLink_Info@seattle.gov

Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

62 - 001 Thank you for your comment.

Letter No. 63



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

63-001

The Shilshole South Alternative is the only real trail option that yields an appropriate connection for the Burke Gilman Trail. The other options may be more appropriate for future consideration as a part of an interconnected network of protected bike lanes, but are not an appropriate option for a Multi-User Trail connection. Build this connection. Enough is enough.

Commenter information

Name: Margaret D. Moore
 Address: 7771 57th NE / Seattle, WA 98115
 Email: marg2009@comcast.net
 Do you wish to be added to the project's email list? Check box: — already on it

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

63 - 001 Thank you for your comment.

Letter No. 64

Comment Form

SDOT
Seattle Department of Transportation

BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

64-001 I have submitted a few comments previously.
I support the South Shilshole route because that is
the natural route riders follow ^(now) and will continue
to follow, even if the city builds an alternate route.
The bikers will continue to use this route regardless of
what you build. So let's make it safer to ~~ride~~,
ride.

64-002 The Ballard Ave alternative would destroy the
Crown Jewel of Ballard. The Farmers Market is
the best thing about Ballard. It brings people
from all over the country and the world to stroll
the market and enjoy the best market District. Relocating
the market would destroy much of the appeal of
the market to visitors. It is more than
a place to go.

Committer information

Name: Mary Kennedy

Address: 7307 23rd Ave NW Seattle WA 98117-5661

Email: marykatkennedy@gmail.com

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

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

- 64 - 001 Thank you for your comment. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.
- 64 - 002 Your comment is noted. The Preferred Alternative does not travel along Ballard Avenue NW.

64-002

to buy produce. It is a place to stroll down a historic street ^{that is} closed off to traffic. It is a place for people to watch and go into and out of the stores and restaurants that line the Avenue. It is a unique "European" experience in Ballard - relocating it off the historic landmark street would severely impact its appeal.

And, as several speakers mentioned, closure of the Ballard Farmers Market during construction would likely ~~be a~~ result in the demise of the market. Please don't mess with our Crown Jewel.

Thank you!

Email: BGT_MissingLink_Info@seattle.gov

Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

Letter No. 65



Comment Form

BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

65-001

I SUPPORT THE CONSTRUCTION OF THE SHILSHOLE SOUTH ALTERNATIVE. IT PROVIDES THE MOST DIRECT CONNECTION TO THE EXISTING TRAIL, THE FEWEST INTERSECTION CROSSINGS, AND THE MOST EFFICIENT ALIGNMENT. IT DOES NOT CONFLICT WITH THE BARUCLD FARMERS MARKET, AND SEEMS TO PRESENT THE FEWEST POTENTIAL CONFLICTS WITH BUSINESSES & RESIDENCES. THE EXISTING ~~TRAIL~~ TRAIL EAST OF THE MISSING LINK PASSES THROUGH NUMEROUS INDUSTRIAL USES, AND BIKES, PEDESTRIANS, CARS, AND TRUCKS ALL CO-EXIST HARMONIOUSLY. I AM CONFIDENT THIS WILL BE THE CASE ALONG THE SHILSHOLE SOUTH ALIGNMENT AS WELL.

Commenter information

Name: MATT STEVENSON

Address: 355 NW 47TH ST, 98107

Email: MATTSTEVENSON.GEO@YAHOO.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

65 - 001 Thank you for your comment.

Letter No. 66



Comment Form

BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

66-001

The safest most efficient option is clearly
Shilshole South. Please complete the missing link. We
own the land and this is what we want to
do with it!

Commenter information

Name: Mike Keller

Address: 5513 76th Ave NW

Email: Mike @ peddlerbrewing.com

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

Email: BGT_MissingLink_Info@seattle.gov

Mail: Scott Kuby, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

66 - 001 Thank you for your comment.

Letter No. 67



Comment Form
 BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

67-001

The only option that makes logical sense is the Shilshole South plan. Given that all four will have construction impact, the final outcome needs to be safe for pedestrians and bicycles (and skateboards, rollerblades, etc). The Ballard Farmers Market is an obvious obstacle to the Ballard Ave alternative. The Leary Alternative is far too circuitous and has many more dangerous crossings and overall traffic impacts. Shilshole North will add additional unnecessary road crossings and confusion. The obvious choice, shared by the majority of people surveyed and polled (for the last 20

67 - 001 Thank you for your comments. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.

Commenter information

Name: Nicolette Neumann
 Address: 1530 NW 52nd St Apt 203
 Email: nicollette.neumann@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

67-001 years!!!) is to follow the old rail line along Shilshole South.

67-002 All I want is a safe, comfortable path to commute to school and work. ~~Businesses~~ Businesses like Nautical Landing which opposed the Westlake Trail, and the Ballard Chamber of Commerce opposing this project, do not have the best interests and safety of their customers in mind. The South Ship Canal Trail operates without incidence, even in close proximity to industry - there is no reason it cannot work just as well north of the canal.

67-003 Please, listen to what your city and community have been asking for two decades. Fix the Missing Link, choose the South Shilshole option, and help make Seattle into the bicycle-friendly city we can be.

67-002 Your comment is noted.

67-003 Your comment is noted.

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

Letter No. 68

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

68-001

I prefer the blue line route.
 However, I would like to see consideration
 for an elevated 10-12 foot wide trail, especially
 in front of the industrial locations.

An elevated trail would minimize truck-bicycles
 conflict at crossings and provide bicycles and
 pedestrians with a view of Salmon Bay.

A limited number of on-off ramps from
 elevated trail to ballast retain district is suggested

Commenter information

Name: Raymond Pye

Address: 6406 34th Ave NW

Email: ray.pye@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

68 - 001 Thank you for your comments. As described in Section 1.9 of the FEIS, an elevated trail was considered, but was eliminated from further consideration because of space limitations of constructing a facility that would meet fire code and ADA requirements due to existing development. The ramps to access an elevated trail would be a minimum of 75 feet long and would require the acquisition of additional right-of-way. Finally, the cost of an elevated trail would be 400 to 500% higher than an at-grade trail.

68-002


Some may object to the cost of an elevated trail, however such a trail would minimize accidents, law suits, congestion, retain parking and the cost should be averaged over 50-75 yrs. Use the maintenance and average cost of Ballard bridge as an example.

68 - 002 Please refer to the response to Comment 1. Long-term cost averaging of an elevated trail was not conducted because an elevated trail was deemed infeasible as previously described.

Email: BGT_MissingLink_Info@seattle.gov

Mail: Scott Kubly, SDDT Director, PO Box 34996, Seattle, WA 98124-4996

Letter No. 69



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

69-001

I RIDE THE MISSING LINK EVERY DAY COMMUTING TO WORK. THERE IS NO DOUBT IN MY MIND THAT THE SHILSHOLE AVENUE ROUTE IS THE WAY TO GO. ALL OTHER ROUTES DO NOT SUPPORT THE FUNCTION OF THE BGT. I HAVE BEEN HIT

69-002

BY A CAR WHILE RIDING ON 2ND AVE DOWN TOWN (BEFORE THE CONSTRUCTION OF THE CYCLE TRACK). IT SHOULD NOT BE A MATTER OF LIFE & DEATH TO COMMUTE WITHOUT A CAR! THIS IS OBSCURED, JUST BUILD THE DAMN TRAIL. THE CONCERNS OVER THE INDUSTRIAL DISTRICT ARE HALFBAKED AT BEST - THE TRAIL HAS RUN THROUGH THE FREMONT INDUSTRIAL AREA FOR YEARS.

Commenter information

Name: RHYS VAN BEMMEL

Address: 2424 NW 50TH ST, #205 98107

Email: RHYS.VANBEMMEL@OUTLOOK.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

69 - 001 Thank you for your comment. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.

69 - 002 Your comments are noted.

69-003

~~FINAL~~ FINALLY, THE CYCLE TRACK & MIXED SIDE-
WALK ALTERNATIVES DON'T WORK LIKE THE TRAIL
DOES. ~~IN~~ IN THE TYPICAL SECTIONS SHOWN FOR
THE LEARY & BALLARDAVE ALTERNATIVES THE LACK OF
GRADE CHANGE BETWEEN THE BIKE AREA & SIDE-
WALK WILL EFFECTIVELY RENDER THE TRAIL AS
AN EXPANDED SIDEWALK, PROMOTING CONFLICTS
B/T BIKES & PEDS.

69 - 003 Your comment is noted. The Preferred Alternative will not have a sidewalk immediately adjacent to the multi-use trail for the majority of its length. Please refer to Figure 1-3.

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

Letter No. 70

SDOT
Seattle Department of Transportation

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

70-001
70-002
70-003


BALLARD AVE WOULD BE THE QUICKEST
FASTEST WAY TO CONNECT THE MISSING LINK...
THE INDUSTRY AND CUSTOMER BASE GENERATES
A LARGE TAX BASE FOR THE CITY OF SEATTLE,
JOBS AND CONTRIBUTES TO THE LOCAL NEIGHBORHOOD
ECONOMY. I'VE LIVED HERE OVER 40 YRS AND IT DOESN'T
TAKE COLONEL OF LOGIC WHAT IS AT STAKE WHEN
IT COMES TO JOBS AND LIABILITY... THE FARMERS MARKET
COULD BE MOVED TO THE BALLARD COMMONS OR NEAR
THE VICINITY. I AGREE WITH BALLARD OIL AND OTHERS
THAT THERE CAN BE A COMPROMISE THAT WORKS FOR
EVERYONE. I THINK PEDAL BIKE SHOULD HAVE
A LICENSE WITH A PLATE THAT WE CAN IDENTIFY WHEN THEY
KICK MY CAR. THE HELMET LAW NEEDS TO BE ENFORCED
AND I SEE TOO MANY KIDS RIDING WITHOUT A HELMET.

Committer information
Name: RUDY PANTOJA JR
Address: 2400 N.W 50TH #171 SEATTLE WA 98117
Email: rudx from ballard @ gmail.com
Do you wish to be added to the project's email list? Check box:

- 70- 001 The DEIS summarizes the economic conditions with regard to current uses, employment, and land use in the existing conditions section of the Economic Considerations Report. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.
- 70- 002 Please refer to Section 1.4.2 for a discussion of the factors considered in identifying a Preferred Alternative. Impacts to the Ballard Farmers Market were considered, as well as impacts to other businesses in the area.
- 70- 003 Your comments are noted. Bicycle license plates and helmet laws are outside the scope of this project.

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

Letter No. 71



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

71-001

I FAVOR A SOUTH SKILSHOLE SOLUTION,
 TO INCLUDE CONSIDERATION OF A PATH
 THROUGH THE C.D. STIMSON PROPERTY, ALONG
 THE WATERFRONT, IN RECOGNITION OF
 POTENTIAL FUTURE DEVELOPMENT WITHIN
 THAT PROPERTY LEAVING ONLY A SHORT
 SECTION OF SKILSHOLE AS INDUSTRIAL,
 WHICH COULD BE TRAFFIC CONTROLLED TO
 FAVOR INDUSTRY —

Commenter information

Name: RYAN STAUFFER

Address: 2232 NW MARKET ST, STE 101


Email: ryan@marketstreetshoes.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

71 - 001 Your comment is noted. The trail alignments for all build alternatives are located within existing City right-of-way. Acquisition of additional private property or easements, including within the C.D.Stimson Property, were not considered as part of this project.

Letter No. 72



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

72-001

72-002

72-003

From your presentation, it is clear that safety is the #1 concern of the public. The safest route would be Shilshole South. As a business manager on Ballard Ave, a route on our street would have a tremendous negative impact on our business. We moved our business because of the foot traffic on Ballard, which increases tremendously during the Farmers Market. Losing the market on Sundays would be terrible for our business. Also losing the parking on Ballard would be detrimental. I'm not sure why the trail has a missing link in the first place, but it seems to make the most sense to continue it on Shilshole South, where most bikes ride now anyway. The completion would just make it safer. This is what the public wants, and as it's public property (i.e. of the public) then the city should comply.

Commenter information

Name: Sarah Cullen

Address: 2124 N. 52nd St. Seattle, WA 98105

Email: Sarah@fairtradevents.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

72- 001 Thank you for your comment. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.

72- 002 Your comments are noted.

72- 003 Your comments are noted.

Letter No. 73



Comment Form

BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

73-001

1) The cross-sections do not show trucks w/ mirrors. This is a major safety concern b/c mirrors that project beyond lane widths may strike cyclists.

73-002

2) Shilshole South will have significant impacts on ingress/egress of major industrial biz w/ large trucks - Hatton, Couch Williams, Salmon Bay S & G

Commenter information

Name: Selena Carsiotis

Address: 1900 NW 95th St

Email: scarsiotis@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

73-001 Thank you for your comments.

73-002 Your comments are noted. The design includes several features to reduce the potential for impacts. Please refer to Section 1.7.1 for a discussion of possible design features that could be used to reduce potential conflicts.

73 - 003 Please refer to the response to Comment 73-002.


73-003

3) SAFETY SAFETY SAFETY
of all users of roadway -
bikes, peds & vehicles
should be #1 design
consideration - not "convenience"
or what is estimated to
be most frequently used
route

Email: BGT_MissingLink_Info@seattle.gov

Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

Letter No. 74



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

74-001

Please complete the missing link along the "Shilshole South" alternative as quickly as possible. This is an important ~~link~~^{link} to our multi-modal transportation system and this alternative is the safest, most direct, most logical and practically consistent, and has the smallest impact on the industry, business and culture of Ballard. Too many people have been and continue to be seriously injured as a result of inaction. The Shilshole south alternative does not harm the festival street nature of Ballard ave, has the fewest intersection crossings for trail comfort and safety, and does not route people on busy Leary Way and as a detour across Market. ~~stop letting people~~

Commenter information

Name: Seth Schromm-Haworth

Address: 608 24th Ave E Seattle 98112


Email: _____

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

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

74- 001 Thank you for your comment.

Letter No. 75



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

75-001

Completing the "Missing Link" of the ballard section of the Burke-Gilman is key to the quality of life in Ballard and Seattle as a whole.
 The Skillshole option is the only logical option.
 1. It's the route people already use
 2. It is the most direct.
 3. It has the least impact on business, even though there are small minority concerns.

75-002

Completing the route will save lives and prevent injury. I broke my arm on the BG under the 15th St Bridge in 2015. I don't want this to happen to anyone else.

Commenter information

Name: Stephen Gore

Address: 1556 NW Ballard Way

Email: _____

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

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

75 - 001 Thank you for your comment.

75 - 002 Safety is an important component of the project. In addition to City standards, the American Association of State Highway and Transportation Officials (AASHTO) and National Association of City Transportation Officials (NACTO) guidelines for the design of bicycle facilities are being consulted throughout the trail design process. Roadway modifications, intersection treatments, driveway design, and parking lot changes that could be incorporated in the final design phase of the project to address safety, access, and nonmotorized users are described in Section 1.7.1, Roadway Design and Safety Considerations.

75-003

I am also a ballard resident. (on NW Ballard Wy)
I would much prefer cycle traffic to
vehicle traffic. I welcome cyclists!

75-004

I am also a frequent patron of
the Ballard Farmers Market.
It would be a terrible loss for
the community, city and Ballard
if we lost this beloved institution.

75-003 SDOT recognizes the importance of accommodating all roadway users, and the trail will provide a dedicated facility for cyclists and other nonmotorized users.

75-004 Ballard Avenue NW was not selected as part of the Preferred Alternative. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.

Email: BGT_MissingLink_Info@seattle.gov

Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

Letter No. 76

SDOT
Seattle Department of Transportation

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

76-001

I prefer the Shilshole North option, ~~Getting~~ Getting to Shilshole from up North is manageable and it creates the smoothest connection to the Burke Gilman on both sides.

Commenter information

Name: Sushil Shettigar

Address: 1760 NW 56th St, #601, Seattle, WA 98107

Email: dastly75@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

76- 001 Thank you for your comment.

Letter No. 77

 **Comment Form**
BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

77-001

Build the South Shilshole
option. We cannot continue
holding up this project because
of a few squeaky wheels

Commenter information

Name: Tarell Kellaway

Address: 3426 NW 62nd Seattle 98107

Email: tarell.w@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

77 - 001 Thank you for your comment.

Letter No. 78

SDOT
Seattle Department of Transportation

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

78-001

Why isn't 17th N.W. and 58th (which are "neighborhood greenways") under consideration as a route? They are already in place so minimal changes would be needed. 58th N.W. ends up the same place the proposals all end up.

Commenter information

Name: Terry Hendrickson

Address: 3021 N.W. 62nd

Email: hendtl95@hotmail.com


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

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

78-001 The initial screening process included both 17th Ave NW and NW 58th St as possible alignments. As noted on Figure 1.2, 17th Ave NW was included and evaluated as a potential Connector Segment.

NW 58th St was evaluated during the initial screening, but was eliminated from further consideration due to the indirectness of the route, additional intersection crossings, and the narrow width of the right-of-way. Refer to Section 1.4.1 of the FEIS for a discussion of the alternative screening process.

Letter No. 79



Comment Form
 BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

79-001

AS A REGULAR BICYCLE COMMUTER BETWEEN
 NORTH BALLARD AND DOWNTOWN, THE
 SOUTH SHILSHOUE ALTERNATIVE IS THE BEST
 PREFERRED ALTERNATIVE
~~ROUTE~~. IT MINIMIZES INTERSECTIONS AND
 IS THE MOST DIRECT ROUTE. IT ALSO
 HAS THE LEAST ELEVATION CHANGE,
~~THE VARIATION BETWEEN~~ THE SOUTH SHILSHOUE ALTERNATIVE
 DOES SEEM TO PROVIDE A MORE NARROW PATH
 AS A MULTI-USE TRAIL FOR BOTH ~~BIKERS~~^{BICYCLISTS}
 AND PEDESTRIANS

Commenter information

Name: THOMAS BRIGA

Address: 7322 17TH AVE NW


Email: tom.riba@gmail.com

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

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

79- 001 Thank you for your comments. The proposed trail width is between 10 and 12 feet for all alternatives, with the exception of a small segment on the Shilshole South Alternative. This segment narrows to 8 feet to accommodate a loading dock.

Letter No. 80



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.

80-001

I am a native Seattle-ite, born & raised here. I moved to Ballard in 2000, after living in many other great Seattle neighborhoods. When I moved here, Ballard was very run down - had limited, un-modern retail merchants & a dearth of restaurants. Over time, Ballard has grown & revitalized itself into an AMAZING thriving community.

- Running the Burke-Gilman Trail through Ballard Ave is a HORRIBLE idea. While I do not always enjoy what developers do in our fair city, the reason Ballard has grown is because we have so many great small businesses. No one would live here if there wasn't something to do, someplace to shop & someplace to eat & drink.

Commenter information

Name: TIFFANY A. BODE

Address: 2411 NW 92nd ST

Email: tiffanybode@msn.com

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

Bottom line - BGT trail thro Ballard Ave = worst idea for Ballard.

80 - 001 Thank you for your comment. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.

Email: BGT_MissingLink_Info@seattle.gov

Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

Letter No. 81

SDOT
 Seattle Department of Transportation

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

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

81-001

I see a lot of data on the negative impacts of the trail options. The "operational impacts" chart is useful in this regard. I would like to see something similar on "positive impacts" of the options. It should be possible to quantify safety, exercise benefits, CO₂ reduction, improved traffic by having fewer cars on the road, etc. Perhaps improved livability of the area can be quantified.

Commenter information

Name: Tim Hennings

Address: 437 NE 72nd, #221


Email: timhennings@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

81 - 001 Thank you for your comment. The purpose of the EIS under the State Environmental Policy Act (SEPA) is to objectively identify the potentially significant adverse environmental impacts of a project action. While there are several anticipated benefits of the project it is beyond to the scope of the EIS to quantify them.

Letter No. 82



Comment Form
 BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

82-001

I'm not a cyclist but cycling safety is important. BTW the Sunday Ballard Farmers Market is also VERY important. If you decide to put the Missing Link on Ballard Ave, PLEASE close it to cyclists on Sundays (and, ideally, on Friday and Saturday evenings as well when it gets very busy and crowded). Ballard Ave. is closed to cars on Sunday so it should be closed to cyclists as well.

Commenter information

Name: Vivian Mackay

Address: 3612 NW 60th St, 98107

Email: mackv247@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

82 - 001 Your comment is noted. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.

Letter No. 83



Comment Form
 BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

83-001

I LIKE EITHER OF THE SHILSHOLE OPTIONS BEST,
 BALLARD AVE SEEMS GOOD UNTIL YOU GET TO SUNDAY.
 THE FARMER'S MARKET SEEMS TO HIGH A PRIORITY
 TO INTERFERE WITH. LEARY IS ALREADY STIMULATION
 OVERLOAD, I THINK ADDING A BIKE LANE ADDS TO
 THE CONFUSION. PEOPLE ARE USED TO SEEING BIKES
 ON SHILSHOLE - AS LONG AS THERE'S CLEAR VISIBILITY
 FOR TRUCKS ON THE SOUTH OPTION I THINK THAT
 PATHWAY COULD BE REALLY SECURE.

Commenter information

Name: ALAN ECHISON

Address: _____


Email: aechison@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

83 - 001 Thank you for your comments. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.

Letter No. 84

 **Comment Form**
 BURKE-GILMAN TRAIL MISSING LINK PROJECT
 Draft Environmental Impact Statement (EIS) Public Hearings:
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Please share your comments on the Draft EIS. Use back page if needed.

84-001

I currently ride the missing link everyday. I also work along the missing link on 45th st and drive a truck for an Industrial Company. Both sides of the issue, I feel the Shilshole South alternative would benefit both sides the most. I don't think moving away from Shilshole will change traffic at all due to the high number of cyclist who would continue to use Shilshole. This includes myself as I would continue out of necessity.

84-002

One other point - moving to Market on Ballard Ave would force cyclists on to the street in high tourist periods. So much foot traffic ^{that} bikes can't use the front.

Commenter information

Name: Anson Thurston

Address: 6117 NW 37th AVE 98107

Email: anson3@mac.com

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

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

84 - 001 Thank you for your comments.

84 - 002 SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.

Letter No. 85



Comment Form
 BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

85-001

I think the Shilshole alternative is overall the best solution. However, the needs of the businesses in the industrial zone need to be addressed. Perhaps that means giving vehicles priority at key intersections and points with lots of truck traffic.

I was surprised to see this scheduled for the weekend of the STP, and I expect that limited input from a large group of cyclists.

Commenter information

Name: Bill T.

Address: Phinney Ridge

Email: _____

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

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

85 - 001 Please see the FEIS for updated information on the Preferred Alternative, which locates the trail along the south side of Shilshole Ave NW. Roadway modifications, intersection treatments, driveway design, and parking lot changes that could be incorporated in the final design phase of the project to provide separation and address safety, access, nonmotorized users, and vehicle types are described in the FEIS Section 1.7.1, Roadway Design and Safety Considerations.

Letter No. 86

86-001

I'm Brian Estes, a downtown resident who bikes throughout Seattle. My son lives in Ballard and bikes from his apartment three blocks from here to the U-District every weekday, riding on Shilshole and under the Ballard bridge. He has seen numerous crashes by people who bike across the tracks under the Ballard Bridge, some of whom appeared to be serious injuries.

86 - 001 Thanks you for your comments. This letter is similar to your comment letter No. 17. Please refer to the responses to Letter No. 17.

86 - 002 Your comment is noted.

86 - 003 Your comment is noted.

86 - 004 Your comment is noted.

86-002

The South Shilshole route for the missing link is the only alternative that is head and shoulders above the other 3 alternatives in terms of safety. It is a continuous route that completes the regional trail system through Ballard to Golden Gardens. Safety for those biking, walking or skating should be our primary concern and the South Shilshole route provides that. Achieving the goals of reducing serious injuries and death through Seattle's Vision Zero program is an important objective, and the South Shilshole route seems to make the most sense in achieving these goals.

86-003

The many benefits of the South Shilshole route far outweigh the other alternatives. This is the most direct route with the fewest turns and involves crossing only 4 intersections. It has the best sightlines for driveways and is the shortest distance.

86-004

Completing the missing link along South Shilshole will also be good for retail and other businesses in Ballard. Several national studies have documented that people who arrive by bike tend to stay longer and spend more money per person than those who arrive by car. As the Pronto bike share system expands, it will likely include bike stations supporting biking from the cruise ship terminals in Magnolia to Ballard to the Locks and Golden Gardens and we want a bike route and biking experience for them that is as safe as possible.

86-005

One concern I have with the methodology of the EIS concerns safety as mentioned in DEIS Chapter 7 on Transportation. I believe it may seriously undercount injuries to people walking and especially biking because it relies only on collision data, I presume collected by the Seattle Police Department. SDOT also has access to data on injuries including serious injuries from Seattle Fire's EMS program and these typically include incidents not considered collisions and hence do not require an SPD response. I suggest the final EIS incorporate data from Seattle's EMS program related to EMS calls in the study area. This will provide a more comprehensive picture of injuries in the study area and highlight the need for selecting the safest route for those walking and biking through the area.

86-006

In closing, taxpayers have spent far too much money studying and responding to litigation on this issue. The South Shilshole route is the clear alternative which would benefit all of Seattle and all those throughout the region using ~~our~~ great regional trail system. Enough talk; let's just finish it!


86- 005 Incident response data from Seattle Fire Department was collected and incorporated into the analysis presented in Chapter 7 of the FEIS. However, as noted, it is likely that additional incidents caused by roadway conditions have occurred but were not recorded.

86- 006 Your comment is noted.

comment says is covered in a appendix to study but should be called out in Chap 7?

this

Letter No. 87



Comment Form
 BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

87-001

one of many links that are missing, separating neighborhoods. Eliminate barriers to safe access to the city

World class bike rides over remnant roads, make it easy! It just makes sense. If we can't afford new infrastructure, at least connect the roads we have!

Commenter information

Name: C. DRACE

Address: 609 Thomas St 98109

Email: _____

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

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

87 - 001 Thank you for your comment.

Letter No. 88

SDOT
 State Department of Transportation

Comment Form
 BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

88-001

* I think the safest route would be south Shilshoe, Blue route.

With the industrial area being on shilshoe perhaps new missing link trail on that route could have speed limit signs for speedy bikers or a warning flashing light at major crossings for trucks in + out to help with safety in our community.

Ballard Avenue is not a good choice.

Commenter information

Name: Candace ReiterHegman
 Address: 2588 9th W Seattle 98119
 Email: ~~##~~ candacereiter1@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

88 - 001 Thank you for your comments. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Roadway modifications, intersection treatments, driveway design, and parking lot changes that could be incorporated in the final design phase of the project to provide separation and address safety, access, nonmotorized users, and vehicle types are described in the FEIS Section 1.7.1, Roadway Design and Safety Considerations.

Letter No. 89



Comment Form
 BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

89-001 All very interesting proposals. As a recreational cyclist I avoid Shilshole Ave always. I don't mind going a little less directly for safety and a more pleasant route.

89-002 The idea of tearing up NW Market St + Ballard Ave seems ominous and so disruptive. What a shame to disturb the ambience of the Farmers Mkt + the historical feeling of the street.

89-003 I prefer ~~the~~ a combination of the Ballard Ave alternative + the Lory alternative, ~~for~~ joining to Lory, rather than Ballard Ave, at 22nd. It seems like that would have the least business and parking

Commenter information

Name: Carol Singler

Address: 5723A Seaview Av NW

Email: simone4@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

89- 001 Thank you for your comments.

89- 002 Your comment is noted.

89- 003 Your comments are noted. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.

Disruption. To be clear I prefer using the yellow route to 22nd then connecting to Gary which seems like a perfect, wide roadway with the least parking + commercial impact.

The safety and industry concerns on Shilshole seem to be huge obstacles for a recreational trail and seems to appeal only to the serious bike commuters who I realize are a huge voice. Can't imagine strollers along that route! Not for me.

Good luck!

Email: BGT_MissingLink_Info@seattle.gov

Mail: Scott Kubly, SDDOT Director, PO Box 34996, Seattle, WA 98124-4996

Letter No. 90

SDOT
 Seattle Department of Transportation

Comment Form
 BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

I prefer Shilshole South alternative
 To me, it is the only viable alternative:
 - safest
 - Most direct
 - Least crossing of major ~~highway~~ thoroughfares
 - Best sightlines at crossings
 - Least impact on ~~freight~~ transit.
 - The route anyone without a vested business interest along the route would draw when looking at a map.
 - Preserves Ballard Landmark District.
 - Closest to the route I and thousands of other cyclists have chosen for decades.

Commenter information

Name: Craig Bray
 1110 NE 50th St.
 Address: Seattle, WA 98115
 Email: mcbrae@rickard.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

90 - 001 Thank you for your comments. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.

My 2^d choice is the Leary alternative:

- Preserves Bellied landmark district
- Least dangerous of the remaining 3 alternatives due to the lower number of major intersection crossings
- But runs right thru heart of Bellied business district - so less preferred.

Please select Shilshole South.

Thank you:

CSB

Email: BGT_MissingLink_Info@seattle.gov

Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

Letter No. 91



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.

91-001
I am a walker. Have been "grazed" by bikes.
Am scared to death of bikes speeding by me.
What happened to bells (i.e.-warning)
When a kid had to buy a license for my bike

Commenter information

Name: D. Adams

Address: _____

Email: _____

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

Email: BGT_MissingLink_Info@seattle.gov

Mail: Scott Kubly, SDDT Director, PO Box 34996, Seattle, WA 98124-4996

91 - 001 Thank you for your comments. Bicycle licensing is not required in the State of Washington.

Letter No. 92

SDOT
 South Department of Transportation

Comment Form
 BURKE-GILMAN TRAIL MISSING LINK PROJECT
 Draft Environmental Impact Statement (EIS) Public Hearings:
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Please share your comments on the Draft EIS. Use back page if needed.

- 92-001
- Rating all alternatives equal in terms of Bike & Ped Mobility is inaccurate given that Shilshole S has just 4 intersection crossings compared to 13-16 for the others (not to mention that it's shorter & flatter)
- 92-002
- Analysis of parking needs to take into account the quality of the parking spaces. The informal spaces along S. Shilshole have lower value than spaces directly in front of businesses on Leary, Market & Ballard Ave., & they're not as safe to use (impeding traffic & on Shilshole, forcing most users to cross Shilshole to get to their destination, etc.).

Commenter information

Name: Dave Boyd

Address: 6104 36th Ave NW

Email: on file

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

- 92 - 001 Thank you for your comments. Intersections are one factor of many that were considered in the selection of the Preferred Alternative.
- 92 - 002 The Preferred Alternative for the trail would remove parking in select areas along NW Market Street and Shilshole Avenue NW, and would not remove parking on Leary, Market, or Ballard Avenues. And while this project is consistent with the City's policy direction and overall City planning goals to reduce dependency on single-occupancy vehicles, SDOT would implement measures to reduce parking impacts as described in Section 8.4.1 of the FEIS.

Letter No. 93



Comment Form

BURKE-GILMAN TRAIL MISSING LINK PROJECT
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July 14 and 16, 2016

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

93-001

I prefer the Shilshole South alternative.

Commenter information

Name: David Folweiler

Address: 1725 NW 64th St

Email: david@folweiler.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

93 - 001 Thank you for your comment.

Letter No. 94



Comment Form
 BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

94-001

94-002

Of the 4 options, 2 can be ruled out straight away: the Ballard Ave and Leary options. The Ballard Ave would have a devastating impact on the Farmers Market & historic district. And, Leary would be too indirect and discourage trail use being adjacent to busy arterials. Both of the Shilshole options would preserve continuity of the trail and would have the biggest safety improvement. However, the Shilshole S option is clearly the best option for encouraging greater trail use and safety due to its directness and fewest intersections. Trail users would continue to use Shilshole even if the Ballard or Leary options were chosen, putting them in continual danger. So ~~Shilshole~~ it's critical that Shilshole be chosen.

Commenter information

Name: Demian Eadon

Address: 2311 28th Ave W

Email: deadon@juno.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

94 - 001 Thank you for your comment. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.

94 - 002 Your comment is noted.

Letter No. 95

SDOT
 Seattle Department of Transportation

Comment Form
 BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

95-001

I favor the South Shilshole route - straighter, so faster, fewer conflicts with street crossings. Already used predominantly by regular + occasional users, so a) fewer users need of redirecting habits, and b) many regular users like me WILL keep on riding on Shilshole anyway.

95-002

A worrisome issue was raised at public comments, new to me - if RR tracks are not removed, trail would be run too close to existing businesses, with huge potential hazard with conflict at each exit, where trucks won't be able to spot oncoming bikes/pedestrians without creeping onto trail.

Commenter information

Name: Dom Blachon
 Address: 2012 43rd Ave E # 107
98112
 Email: _____
 Do you wish to be added to the project's email list? Check box:


Please address this issue!
 Thanks for all the work on this much needed improvement.

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

95 - 001 Thank you for your comment.

95 - 001 The location of the tracks and adequate sight distance are two important factors being considered as part of the Preferred Alignment. The Preferred Alternative locates the trail on the north side of the tracks, farther from the buildings, and proposes relocation of the tracks near 17th Ave NW. Refer to Section 1.7.1 of the Final EIS for a discussion of features that can be employed along the trail to reduce hazards and improve safety.

Letter No. 96



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.

As an avid cyclist new to the Seattle area, I have ridden along the "missing-link" section of the Burke Gilman Trail and support the possible Build Alternatives explained in the Draft EIS whole heartedly. The South Shilshole alternative will be the best option for all forms of pedestrian traffic and to provide for a smooth transition between the two disconnected trail ends of the Burke Gilman as it is currently. Coming to this public hearing today, I rode ~~road~~ on Market Street and felt overwhelmed by traffic. If there was an alternative route, provided by a continuous trail network through the Burke Gilman, currently unfinished,

96-001

96 - 001 Thank you for your comment.

Commenter information

Name: Emily Kotz

Address: _____

Email: ekkotz92@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

96-001

more people could have access to the entire
 pedestrian network and bicycle network and feel
 safer, more connected to their neighborhoods and
 communities. Please consider the South Shilshale
 alternative as a foremost option to complete
 the missing link for all people to use!

Thank you!

Email: BGT_MissingLink_Info@seattle.gov

Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

Letter No. 97



Comment Form
 BURKE-GILMAN TRAIL MISSING LINK PROJECT
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97 - 001 Thank you for your comment.

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

97-001

I have been a Farmers Market Manager for the SFMA for many years and I am opposed to the Ballard AVE Route based on the fact that as an organization we want to protect the hundreds of small independent businesses that would be negatively affect by the decision to choose that route. It would not only hurt the surrounding community that we are a part of but also ~~the~~ harm a historic street and neighborhood in the process. I urge you to choose an alternative route for sake and well being the many businesses that would be destroyed in the process.
 Thank you for your consideration.

Commenter information

Name: Gil Youmans

Address: 6214 9th AVE NE

Email: Vendors@sfmamarkets.com

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

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

Letter No. 99



Comment Form

BURKE-GILMAN TRAIL MISSING LINK PROJECT
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 July 14 and 16, 2016

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

99-001

The only option that makes sense is a trail for pedestrians and bicycles that is separate from vehicle traffic

99-002

Control driveway intersections with flashing lights similar to the one on 24th NW by QFC. The difference would be the lights w/6 under control of the business truck traffic

99-003

Consider an overpass or underpass where truck traffic is more frequent to avoid conflict w/bikes + peds.

99-004

Trail needs to be accessible to disabled who use scooters

Commenter information

Name: JEAN DARSIE

Address: 9634-28TH NW SEATTLE 98117

Email: JDARSIE@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

- 99- 001 Thank your for your comments. All of the multi-use trail alternatives include separation between the trail and motor vehicle traffic.
- 99- 002 Roadway modifications, intersection treatments, driveway design, and parking lot changes that could be incorporated in the final design phase of the project to provide separation and address safety, access, nonmotorized users, and vehicle types are described in Section 1.7.1, Roadway Design and Safety Considerations.
- 99- 003 Please refer to Section 1.9 of the FEIS for a discussion of alternatives that were considered but are not being carried forward. Constructing an overpass or underpass to avoid truck traffic would not be feasible due to the lack of available space and cost of such an alternative.
- 99- 004 Your comment is noted. The project objective is to create a multi-use trail for persons of all abilities. The trail will comply with ADA requirements.

personal injury
Direct
Frequent conflicts
Business Access

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

Letter No. 100

SDOT
Seattle Department of Transportation

Comment Form
BURKE-GILMAN TRAIL MISSING LINK PROJECT
Draft Environmental Impact Statement (EIS) Public Hearings:
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Please share your comments on the Draft EIS. Use back page if needed.

Ever since my daughter learned how to ride, she has been asking to ride her bike to Golden Gardens. Unfortunately, after miles of safe trail, built for and use by riders of all ages and abilities, the trail disappears and families are dumped into an industrial area. This dangerous situation needs to be rectified, and with all the speed that we deal with other threats to human life in our society. It is appalling that my child cannot safely pass through - nor any adults on bikes - yet a situation has been available

100-001

Committer information

Name: Jennifer Goldman

Address: 3808 NE 55th St., Seattle 98105

Email: jengoldman@hotmail.com

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



This is our family headed to the beach on a safe protected trail! And the Ballard farmer's market!

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

100 - 001 Thank you for your comments.

100-002 What is the Environmental impact of doing nothing? Does the EIS include implication of people continuing to drive because riding a bike and walking is unsafe?

100-003 and- studied since I myself was in elementary school. Avoiding the missing link has put us in tough situations, such as biking through heavily trafficked Ballard. Taking Shilshole, while flatter and more direct, is frankly terrifying. Thank you for finally remedying this, and for fast tracking construction as soon as a solution is approved. Delaying implementation of safe places for people to bike has and will continue to lead to injuries and deaths in Seattle. Biking to this meeting, over dangerous tracks and with cars ~~and~~ and trucks passing close, was scary. No more please. As someone who bikes with kids, both on my bike and on their own bikes, I support the Shilshole S alternative. It is the easiest grade, most direct, with least conflict with road/driveways. ~~Helping~~ Helping kids safely cross streets, even on a bike trail, is a big deal. People will choose to use that road, best to make it as safe and ~~protected~~ ^{protected} as possible. However, I am in support of all of the options. They are all positive for users and businesses, including independent businesses and the farmer's market.

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

- 100-002 A No Build Alternative is included in the EIS as required by SEPA. As noted in Section 1.5 of the FEIS, the No Build Alternative serves as the baseline condition through the 2040 design year. Over this time period, population and employment growth is expected to continue, leading to an increase in traffic congestion, parking demand, and the number of people walking and biking in the Ballard area.
- 100-003 SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.
- 100-004 Your comment is noted.

Letter No. 101



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.

101-001

I prefer the Shilshole South alternative.
I ride a tricycle, sometimes pull a trailer, and
am 66 yrs old. I also walk with a cart
between the Ballard Library and Shilshole Marina.
I sure hope a safer alternative is chosen
and implemented while I am still young
enough to make use of it. Thanks!
John D. Foster

Commenter information

Name: John D. Foster

Address: 2442 N.W. Market St. #219, Seattle, WA 98107

Email: snailboatworks@hotmail.com


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

Email: BGT_MissingLink_Info@seattle.gov

Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

101 - 001 Thank you for your comment.

Letter No. 102



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.

102-001

- 1) Shalshu Smith. Main problem is conflict with Salmon Bay. Imo
- 2) Leary Way.

102-002

I also have a concern re: yield signs along the trail between Fremmer and Fremont. There are several streets that cross the trail along this stretch. In all cases, except one, the cyclists need to yield. There ~~are~~ ^{is} very ~~few~~ little car traffic ~~and~~ that use these streets as they really just dead end. I suggest the auto traffic yield/stop. ~~as~~ Due to the rarity of ~~actual~~ →

Commenter information

Name: Judy Davis

Address: Judyd-in-seattle@yahoo
 Email: 7318 17th Ave NW 98117

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

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

102 - 001 Thank you for your comment.

102 - 002 Your comment is noted.

102-002

actually, seeing a car/truck, cyclists are somewhat lulled into not stopping.

I'm not sure that makes sense. So call me - 206-491-3336 - my name is Judy

Thanks for all your work in this regard.

Email: BGT_MissingLink_Info@seattle.gov

Mailing: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

Letter No. 103

SDOT
Seattle Department of Transportation

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

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

103-001

7-11 traffic study 2008 2011. Need new traffic study reflect current building boom that was not calculated in the vision in 2008. Permits in the last 4 years has increased 200% traffic and population are significantly different in 2014 than either 2008 or 2011. NEED new traffic study project measure actual traffic flow in 2016 time.

103-002

7-11 7-3 (7-21) 0.6%
What is 2015 existing condition?
Reducing market ST for the large each direction with turn lane is UNACCEPTABLE
Reduce side walk on NIS street & keep 4 lanes traffic.

Committer information

Name: L Hammall
Address: 8715 28th NW
Email: dunkelberg@comcast.net

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

SDOT traffic EIS Data (thru) (rev) Jan 13-14 Jan 13- Dec 11

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

- 103- 001 Please see the Chapter 7 of FEIS and Technical Appendix B (Volume 3) for updated traffic information and transportation analysis for the Preferred Alternative.
- 103- 002 Your comment is noted.

Letter No. 104



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.

104-001

The South Sh. Shore is the obvious choice for continuity of this trail. Right now parking on the south side is filled with near accidents (cars parking + exiting). Biking happens there no matter what and is not safe. Don't disrupt Ballard Ave businesses or disrupt busy Leary traffic.

Commenter information

Name: Laura Kett

Address: _____

Email: _____


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

Email: BGT_MissingLink_Info@seattle.gov

Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

104 - 001 Thank you for your comment.

Letter No. 105



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.

- 105 - 001 Thank you for your comment.
- 105 - 002 Your comments are noted. The project proposes to construct a designated multi-use trail, not a bike lane on an existing street.
- 105 - 003 Your comments are noted.

105-001 There is only one viable option that achieves the goal of separating bikes from traffic. Shilshole South option

105-002 Please proceed with building this option. Any option to route bike lane on existing street such as on Market St, Leary, Ballard Ave are unacceptable. Ballard already has a traffic problem and adding more lanes of traffic would further cause additional congestion. Ballard is 30% of cross village population. Please do the RIGHT THING by the citizens of Ballard and choose the right option we have waited long enough.

105-003

Commenter information
 Name: Laurie Hammell 27 yr resident I ride the bus along 24th market Leary every day to further delay the route is unnecessary

Address: 8715 28th NW Seattle

Email: dunkelberg@comcast.net

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

I would love to discuss this with anyone who will listen

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

Letter No. 106

SDOT
 Seattle Department of Transportation

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

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

106-001

market street alignment is
 unacceptable
 we need to increase north side of st
 to 23 ft
 reducing market to 1 lane in each direction
 IS UNACCEPTABLE

106-002

We already have HUGE traffic issues
 on Market with heavy high rise condos going
 in. Please to use the street to
 2 lanes in each direction

Commenter information

Name: Lawr Hammondack

Address: 8715 28 NW

Email: danielberg@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

106- 001 Thank you for your comments.

106- 002 Traffic impacts are discussed for all alternatives in Chapter 7. The Preferred Alternative travels along NW Market St and the south side of Shilshole Ave NW. However, it would not change the existing lane configuration along NW Market St east of 24th Ave NW.

Letter No. 107



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.

107-001

PRIMARY CONCERN: SAFETY AND FURTHER DELAY ARE
 THE NO-BUILD OPTION IS NOT AN OPTION. AS THE
 SEATTLE TIMES ARTICLE THIS MORNING REPORTED,
 THE CITY JUST PAID A \$3.5 MILLION SETTLEMENT
 FOR FAILING TO CREATE A SAFE BICYCLING ROUTE
 ALONG 2ND AVE. THE BURKE GILMAN IS USED
 BY FAR MORE CYCLISTS - THE LIABILITY ^{FOR INACTION} WOULD BE
 GREATER.

107-002

AS THE STATE APPEALS COURT RULED IN A CASE IN PORT
 ORCHARD ^{IN AWARDED} A JUDGEMENT IN FAVOR OF AN
 INJURED CYCLIST, "THE CYCLING IS A MODE OF ORDINARY
 TRAVEL AND THEREFORE HAS A DUTY TO MAINTAIN
 ITS ROADS FOR BICYCLE TRAVEL."
 — OVER —

Commenter information

Name: LEE BRUGH

Address: 8018 MERIDIAN AVE N

Email: LEE-BRUGH@OUTLOOK.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

107 - 001 Thank you for your comments.

107 - 002 Your comment is noted. The project would improve travel for trail users on existing roadways along the Preferred Alternative alignment.

107-003 THE SOUTH OPTION IS THE ONLY OPTION THAT FULFILLS THE CITY'S DUTY TO MAINTAIN A SAFE ROUTE FOR BICYCLE TRAFFIC.

107-004 THE ROUTES ALONG MARKET INVOLVE FAR MORE CROSSINGS WITH A HISTORY OF COLLISIONS AND INJURIES. ADDITIONALLY, IT WOULD CREATE UNRESOLVABLE CONFLICTS WITH USERS OF THE BUSINESSES ALONG ~~THESE~~ ^{THOSE} ROUTES AND THE BALLARD FARMER'S MARKET.


107-005 THE ROUTE ON NW 56th IS TOO FAR OUT OF THE WAY. MANY USERS WOULD CONTINUE USING SHILSHOE, BELAYNE TRAFFIC ON THAT ROUTE AND EXPOSING THE CITY ^{AND OTHERS} TO CONTINUED LIABILITY.

107-006 IN THE INDUSTRIAL AREA MOST OF THE POTENTIAL FOR COLLISIONS INVOLVES COMMERCIAL DRIVERS. I TRUST THOSE PROFESSIONAL DRIVERS TO BE SAFER THAN THE AVERAGE COMMON DRIVERS THAT A BICYCLE WOULD INTERACT WITH ON THE OTHER ROUTES.

- 107 - 003 Your comment is noted.
- 107 - 004 Your comments are noted. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.
- 107 - 005 Your comment is noted.
- 107 - 006 Your comments are noted.

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

Letter No. 108



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.

108-001

Please build the Shilshole South alternative as soon as possible. People biking are injured every week under current conditions. Recent ruling shows cities are responsible for the safety of people biking & doing nothing means the city will continue to pay millions of dollars in settlements. The Shilshole South

108-002

alternative is the desire line for and must direct trail connection that addresses safety issues & does not conflict with transit & the farmer's market.

108-003

Please expedite construction next year (not 2019!) Cyclists are getting hurt every week! →

Commenter information

Name: Mark Foltz

Address: 3635 Burke Ave N 98103

Email: spuddybuddy@ubertuber.org

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

108 - 001 Thank you for your comments. SDOT is proceeding with the project as expediently as possible. Project design and construction will follow completion of the SEPA process.

108 - 002 Your comment is noted.

108 - 003 Your comments are noted.

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


108-003

Right now there is no way I can hike with
my son (6yr) from Wallingford to Ballard and that
needs to be fixed!

Multiple horizontal lines for additional handwritten text.

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

Letter No. 109



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.

109-001

Draft or no draft, this is crucial. The Burke-Gilman trail is enjoyed by the whole population. We must complete this for the safety and future of the neighborhoods. Make intersections with a right of way for bicycles!! Brighten up the trail w/ lights and reflective signs!

Commenter information

Name: Matthew Saunders

Address: 8820 23RD AVE NE


Email: Saunders8677@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

109 - 001 Thank you for your comment. Please refer to Section 1.7.1 of the FEIS for a discussion of possible design features to reduce potential hazards along the trail.

Letter No. 110



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.

110-001

The Shilshole South Alternative should be chosen as the preferred alternative. It has the most direct connection between the two existing pieces of the Burke Gilman Trail, and has the least elevation change of any of the other proposed alternatives. The fact that this design doesn't require turns + is constrained to one corridor would encourage multimodal awareness and would give both drivers + bicyclists better sightlines. All of the other options present operational challenges for transit, drivers, and bicyclists that are more pronounced than with the Shilshole South alternative.

Commenter information

Name: Melissa Goughan

Address: Goughan.melissa@gmail.com


Email: 2401 NW 63rd St Apt 11

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

110 - 001 Thank you for your comments.

Letter No. 111



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.

111-001

I strongly prefer the Shilshole route alternative. It provides the most direct connection to the existing segments of the Burke Gilman Trail. It also offers the flattest grade, which is important not only to people who bicycle but also to people walking - especially people with mobility disabilities. I am currently using a wheel chair due to a hip fracture and have become very aware of the challenge posed by even modest grades.

111-002

I believe this trail alignment will best serve all users, and will also reduce conflicts along Shilshole. People will continue to walk and bike along Shilshole even if the trail is

Commenter information

Name: Merlin Rainwater

Address: 430 25th Ave East, Seattle 98112

Email: merlinrain@gmail.com

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

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

111 - 001 Thank you for your comments. The project will be designed to comply with ADA requirements.

111 - 002 Your comments are noted.

111-002

route elsewhere; the uncontrolled conflicts between people walking & biking and people in motor vehicles will remain.

111-003


I live on Capitol Hill; my husband commuted by bike to Ballard for several years and had 3 crashes on the Missing Link.

I ride to Ballard occasionally and would rarely hazard the trip all the way to The Wicks. I would visit more often and bring visitors! - if the trail were completed

111 - 003 Your comments are noted.

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

Letter No. 112



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.

112-001 The Burke is rails-to-trails. Options other than Shilshole South are not.

112-002 For connecting, Shilshole South is the most direct. And clearly the best for bikes and pedestrians, Shilshole south is the obvious, best choice.

The other options only exist to qualify business opposition. Those businesses should suck it up and become good citizens, not threaten pay for elevated sections if they want to lower impact to their business.

Commenter information


Name: Michael Cosgrove
 Address: 4217 Midvale Ave No.
 Email: cozmotion@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

112- 001 Thank you for your comment.

112- 002 Your comments are noted.

Letter No. 113



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.

113 - 001 Thank you for your comment.

113-001

AS A USER OF THE BURKE-GILMAN TRAIL FOR THE PAST 15 YEARS AS BOTH A COMMUTER BICYCLIST, RECREATIONAL RIDER, RUNNER, & WALKER I WISH TO SUPPORT THE SOUTH SHILSHOLE ROUTE FOR COMPLETING THE MISSING LINK. IT IS THE ONLY ALTERNATIVE THAT MAKE SENSE FOR A TRULY SEPARATED "MULTI USE PATH" IN LINE W/ THE REST OF THE EXISTING BURKE-GILMAN TRAIL. THE BGT ALREADY PASSES SUCCESSFULLY THROUGH INDUSTRIAL/COMMERCIAL AREAS IN FRELAND, FREMONT, & WALLINGFORD WITHOUT ANY

Commenter information

Name: MORGAN HOUGLAND

Address: 3061 18TH AVE S. SEATTLE WA 98144

Email: morgan.hougland@yahoo.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

113-001

ISSUES. I LOVE SEEING THE INDUSTRIAL USES WHILE PASSING THROUGH THESE AREAS (SHIPBUILDING, ~~AND~~ CEMENT MANUFACTURING, ETC) AND FEEL THAT IT MAKES THE TRAIL SO DYNAMIC. IN ALL OF MY YEARS I'VE RIDDEN THE TRAIL I HAVE NEVER HAD ANY CONFLICT W/ THEIR ANSIT RELATED PORTIONS OF THESE INDUSTRIES.

113-002 Your comments are noted.

113-002

~~IT~~ IT IS UNBELIEVABLE HOW LONG SHILSHOLE AVE HAS REMAINED AN INFORMALIZED DEGRADED ROADWAY IN OUR CITY. FORMALIZING SHILSHOLE AVE ~~WILL~~ WILL BENEFIT INDUSTRY, COMMUTERS, RECREATIONISTS, BALLARD BUSINESSES, & THE SAFETY OF EVERY ONE.

BUILD THE SOUTH SHILSHOLE ROUTE

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

Letter No. 114



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.

114-001

BUILD THE SHILSHOLE SOUTH ALTERNATIVE
IT IS THE MOST DIRECT AND USABLE
ROUTE IF USE THE TRAIL FOR
BOTH RECREATION AND TRANSPORTATION

Commenter information

Name: NORM TJADEN

Address: 7020 55th AVE NE

Email: NELUDD@DOC.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

114 - 001 Thank you for your comment.

Letter No. 115

 **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.

115-001

I prefer the alignments described as Shilshole North and Shilshole South. As I currently bicycle in traffic on Shilshole Ave, I generally do not use bike lanes that are not directly routed and do not see proposed alternatives that I would use. Ideally there will be separation between bike path and sidewalk and few or no stop signs for trail users at driveways.

Commenter information

Name: Ross Fleming

Address: _____


Email: ross@rencon.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

115 - 001 Thank you for your comment.

Letter No. 116



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.

116-001

I prefer the Shilshide South alternative. It appears to be the most direct. The other 3 divert bike traffic into the Ballard Farmers MKT, heavily trafficked MIT Street + Leary Ave + 22nd Ave.

116-002

Attention to business + freight impact is larger using Shilshide South, both during construction and when it's in use, but that could be mitigated.

Commenter information

Name: Ross Reynolds

Address: 5440 Leary Ave NW

Email: rossrey@gmail.com

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

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

116 - 001 Thank you for your comment.

116 - 002 Measures to reduce impacts to business and freight, during construction and operation of the trail, are described in the mitigation sections of each element of the environment. Chapter 4, Land Use, and Chapter 7, Transportation, describe the mitigation measures for impacts to businesses and freight.

Letter No. 117

SDOT
 Quality Department of Transportation

Comment Form
 BURKE-GILMAN TRAIL MISSING LINK PROJECT
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 July 14 and 16, 2016

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

117-001

See attached map.
 Stay on Shilshole at east end for direct route, but
 avoid heavy industrial use area further west.
 Transition to Bellard Ave NW at 17th Ave NW.
 Bellard Ave NW is lower traffic, slower than Shilshole &
 Leary, and has more character.
 But don't want conflict w/ Farmers Market so rer
 Transition on 20th Ave NW to Leary Ave NW.
 Use NW 56th St. btwn 22nd to 28th which is a
 quiet residential/commercial street. Important to avoid
 transit-bike/ped interferences on Market so don't slow transit service
 on Market. Cross back over Market at 28th to Shilshole where fewer
 traffic potential conflicts on Market.

Commenter information

Name: Tim Gould

Address: 4411 Woodland Park Ave No. #1 Seattle 98103

Email: Achenar@usa.net

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

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

117 - 001 Thank you for your comments and suggested route alignment. SDOT chose the Preferred Alternative along NW Market St and the south side of Shilshole Ave NW as it best meets the project objectives. Please refer to Section 1.4.2 for a discussion of the selection process for the Preferred Alternative and why it was chosen.

Alternatives



Project Email: BGT_MissingLink_Info@seattle.gov

Additional project information is available on the City's website: www.seattle.gov/transportation/bgt_ballard.htm

Burke-Gilman Trail Missing Link Environmental Impact Statement (EIS)

July 2016



Project Description

The Burke-Gilman Trail Missing Link Project would complete the Burke-Gilman Trail through the Ballard neighborhood, thereby completing the regional facility that otherwise runs continuously from Golden Gardens to Bothell. Of the trail's route from Shilshole Bay to the City of Bothell, this approximately 1.2-mile portion is the only section that has not been built.

The Seattle Department of Transportation (SDOT) has prepared an EIS to evaluate alternatives and select a preferred route to connect the two existing segments. The project's purpose is to create a safe, direct, and defined multi-use trail for people of all ages and abilities to enjoy and to improve predictability for all motorized and non-motorized users along the project alignment.



Draft EIS Alternatives

There are four Build Alternatives being analyzed against the No Build Alternative in the DEIS (see the map on the back side of this sheet):

- Shilshole South
- Shilshole North
- Ballard Avenue
- Leary

The DEIS looks at potential impacts to geology and soils, fish and wildlife, utilities, transportation and parking, air quality and greenhouse gas, cultural resources, and recreation. It also looks at the trail's consistency with current land uses along each of the alignments.

All of the alternatives have both benefits and impacts. The goal of the DEIS is to compare those side by side to help develop a preferred alternative that best balances the factors that must be taken into consideration.

Draft EIS Available Now!

Review the Draft EIS online at www.seattle.gov/transportation/BGT_Ballard.htm

Please provide us with your comments on the DEIS by **Aug 1, 2016**.

Send your written comments to:

Email: BGT_MissingLink_Info@seattle.gov
Mail: Scott Kubly, Director
 City of Seattle, Department of Transportation
 c/o Mark Mazzola, Environmental Manager
 Seattle Municipal Tower
 P.O. Box 34996
 Seattle, WA 98124


Following the DEIS comment period, SDOT will review and evaluate comments. Your comments will help the project team decide on a preferred alternative, scheduled for early 2017.

Important dates



- DEIS Comment Period: June 16 - August 1, 2016
- Comments due: August 1, 2016
- Final EIS Published: Early 2017 (estimated)
- Final Design [Approx 1 year]
- Construction [Approx 1-2 years]

Letter No. 118



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.

118 - 001 Thank you for your comment.

118-001

I favor the Shilshole south option. It seems to have the fewest impacts on other traffic and commercial use of the options. There are potential impacts on trucks, like Salmon Bay, that would be require signals or signage, as well as us, lane on part of vehicles and bikes. But that could be managed. This is the most direct route and is consistent with the design of the rest of the B.G. trail.

Commenter information

Name: Tom FRIEDMAN

Address: 7207 33 Ave NW, 98117

Email: TFried@msn.com

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

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

Letter No. 119

SDOT
Seattle Department of Transportation

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

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

119-001

119-002

EXECUTE THE SOUTHSIDE OPTION!

- IT IS THE ONLY VIABLE OPTION
- IT CAN BE SAFE AND HAS THE SMALLEST IMPACT & COST
- THE CHALLENGES WITH COMMERCIAL & INDUSTRIAL USES ALONG THE SOUTH SHILSHOLE ROUTE CAN AND MUST BE DEALT WITH. → FREEMONT HAS DONE THIS AND IT WORKS. BALLARD SHOULD BE ABLE TO LEARN FROM THIS PROCESS. S. SHILSHOLE IS THE MOST EFFECTIVE ROUTE
- ~~AS~~ PUBLIC UTILITY, PLEASE PROVIDE FOR THE CITIZENS OF SEATTLE!
- IT IS A WASTE OF TIME & MONEY TO STUDY ALTERNATIVES OVER AND OVER AGAIN... PROVIDE FOR WHAT'S IN THE PUBLIC INTEREST

Commenter information

Name: UWE BERGK

Address: 1921 NW 95th STREET

Email: uwb@berk@gmail.com

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

UW

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

119- 001 Thank you for your comment.
 119- 002 Your comment is noted.

119-003

ON A POSITIVE NOTE, LOOK AT THE FUTURE, THE SOUTH SHILSHOLE CORRIDOR HAS A GREAT POTENTIAL TO TRANSFORM BALLARD'S WATERFRONT. BALLARD IS CHANGING RAPIDLY. THE SOUTH SHILSHOLE CONNECTION COULD BE THE SEED FOR POSITIVE CHANGE FOR THIS COMMUNITY. COMMERCIALLY, ECONOMICALLY AS WELL AS SOCIALLY.

119-004

• DON'T WORRY ABOUT TRACK CROSSINGS, THERE ARE MANY IN THE CITY (PRETOWN & OTHER NEIGHBORHOODS), PEOPLE (CYCLISTS) CAN MANAGE IF THOSE CROSSINGS ARE WELL PLANNED.

119-005

• DON'T "OVER DESIGN" THE SHILSHOLE AVENUE PORTION. PROVIDE BIKE LANES LEVEL WITH STREET TO ALLOW BUSINESSES TO COEXIST. COMMERCIAL TRAFFIC HAPPENS ONLY IN SELECT PERIODS DURING THE WEEK, CHECK SCHEDULES DO A SURVEY.....


119- 003 Your comments are noted.

119- 004 Your comments are noted.

119- 005 The project involves construction to complete the missing section of an existing multi-use trail. Numerous data have been collected to ensure that the design team has adequate information to design the trail to minimize potential hazards for both trail users and vehicles.

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

Letter No. 120



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.

120-001

WHEN I WAS FIRST ASKED TO VOTE ON THE ROUTE I PREFERRED I CHOSE
 SHILSHOLE SOUTH BECAUSE IT SEEMED LIKE THE MOST LOGICAL, BUT AFTER
 TOOB'S MEETING I HAVE CHANGED MY MIND.

120-002

I AM MOST CONCERNED ABOUT MINIMIZING NEGATIVE IMPACTS ON LOCAL
 INDUSTRY + BUSINESS + IT APPEARS TO ME THAT THE LEARNY OPTION
 ALLOWS THAT BEST (BUT NOT PERFECTLY OF COURSE). IT SEEMS THAT THE
 LEARNY OPTION WOULD AVOID THE CHANGE BEST.

120-003

I AM DEFINITELY OPPOSED TO THE BALLARD AVENUE OPTION AS IT COULD HAVE
 A BIG IMPACT ON THE FARMERS MARKET + LOCAL BUSINESSES, WHICH I FREQUENT.
 I AM ALSO VERY CONCERNED WITH THE IMPACT OF SHILSHOLE NORTH + SOUTH

Commenter information

Name: WILLOW RUSSELL

Address: 2621 NW 5TH ST, UNIT B SEATTLE 98107

Email: WILLOWRUSSELL@YAHOO.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

120- 001 Thank you for your comment. Selection of the Preferred Alternative was not a vote. Please refer to Section 1.4.2 for a discussion of the selection of the Preferred Alternative.

120- 002 Your comments are noted.

120- 003 Land use considerations, including impacts to the Farmer's Market and local industry and businesses, were considered when analyzing alternatives. Refer to Section 1.4.2 of the FEIS for a discussion of the selection process for the Preferred Alternative.

120-004 As described in Section 1.4.2 of the FEIS, SDOT had several discussions with stakeholders representing the maritime, industrial, and business community in Ballard before selecting the Preferred Alternative. Land use impacts, including impacts to commercial, industrial, and residential land uses are discussed in Chapter 4 of the EIS.

120-005 Your comments are noted.

120-003

ON OUR INDUSTRIAL NEIGHBORS WHO HAVE MORE SPECIFIC LOADING NEEDS THAT COULD BE SERIOUSLY AFFECTED BY THE BLUE TRAIL THIS TIES INTO MY LARGER CONCERN THAT BALLARD IS LOSING ITS CHARACTER + IS BECOMING LESS WELCOMING TO OUR WASHINGTON WATER FRONT + LOCAL INDUSTRIES.

120-004

IN THE END I AM HOPEFUL WE CAN COME UP WITH A SOLUTION THAT IS A GOOD COMPROMISE FOR ALL IN BALLARD. AND THAT WE SHARE THE BURDEN OF CHANGING AS ~~BEING~~ FAIRLY AS POSSIBLE.

THE LEAN OPTION SEEMS TO DO THAT, ~~AND~~ WHICH IS REFLECTIVE IN THE LAND USE BREAKDOWN THAT SPLITS MORE EQUALLY AMONG INDUSTRIAL (33%), COMMERCIAL (37%), OTHER (29%). ALL THE OTHER OPTIONS SEEM TO DISPROPORTIONATELY AFFECT INDUSTRIAL AREAS (45-67%).

THANK YOU VERY MUCH FOR THE OPPORTUNITY TO COMMENT!

120-005

PO. ^{one of}
 IF WE GO WITH THE SUGGESTED OPTIONS I HOPE ~~THAT~~ THESE CAN BE ~~THE~~ WAYS TO MITIGATE THE IMPACT ON OUR INDUSTRIAL NEIGHBORS. AND IF MY ~~INTERPRETATION~~ INTERPRETATION OF THE FACTS IS WRONG AND LEAN ISN'T THE LOWEST IMPACT OPTION + DOESN'T SHARE THE BURDEN OF CHANGING FAIRLY, I HOPE WE GO WITH THE ONE THAT IS!
 (IF YOU HAVE TROUBLE READING MY HANDWRITING I WANT TO TYPE THIS, JUST EMAIL ME!)

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

Letter No. 121

SDOT
 Seattle Department of Transportation

Comment Form
 BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

121-001
 121-002
 121-003

Please put in The Red Trail
 any other option will result in
 Death or injury for Bikers, Loss
 of Business and you would be
 mixing Bikes and Trucks. Ballard
 Ave is a Terrible option Bikers would
 have to cross a fuel hose when
 we are unloading Trucks. The Shilshole
 N. Trail (Green) would cripple Salmon
 Bay Sand Gravel, Forklifts would cross
 The Trail every 10 seconds. Be Smart
 Keep everyone safe Red Trail ONLY

Commenter information

Name: Bob Williams

Address: 5219 Shilshole Ave NW


Email: Bob@CouchWilliams.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

- 121 - 001 Thank you for your comment.
- 121 - 002 Your comment is noted.
- 121 - 003 Your comment is noted.

Letter No. 122



Comment Form
 BURKE-GILMAN TRAIL MISSING LINK PROJECT
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Please share your comments on the Draft EIS. Use back page if needed.

122 - 001 Thank you for your comment.

122-001

THE RED TRAIL IS THE ONLY ONE
 THAT MAKES SENSE FOR ME. I WORK
 ON STILLHOLE AND DRIVE A LARGE TANKER
 TRUCK. IT IS A CONSTANT CHALLENGE WITH THE
 BICYCLES TO AVOID HITTING THEM. THE ONLY
 RULE THEY FOLLOW IS KERO PEDALING I
 WISH SPD. WOULD ENFORCE TRAFFIC LAWS
 ON THE BICYCLES FOR THEIR OWN SAFETY

Commenter information

Name: TIM CONNELLY


Address: 2442 NW MARKET ST #601 SEATTLE WA 98107

Email: BANDWAGON40@YAHOO.COM

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

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

Letter No. 123



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

123 - 001 Thank you for your comment.

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

123-001
 RED TRAIL IS THE ONLY VIABLE OPTION
 IN BALLARD. Leary Ave is
 wide enough to handle a bike
 trail and still have car traffic.
 Smilshole routes are too dangerous
 for bikes to be interacting
 with trucks & autos. Commercial
 business on Smilshole have
 had negative experiences with
 bikes & do not want them
 on Smilshole which is the
 heaviest truck route in Ballard.

Commenter information

Name:

Mason Williams

Address:

9301 21st NW

Email:

Mason@CovitchWilliams.com

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

Email: BGT_MissingLink_Info@seattle.gov

Mail: Scott Kubly, SDOT Director, PO Box 34996, Seattle, WA 98124-4996

Letter No. 124

From: Aaron Piper <aron0piper@gmail.com>
Sent: Sunday, July 10, 2016 4:00 PM
To: BGT_MissingLink_Info
Subject: Burke Missing Link

124 - 001 Thank you for your comment.

124-001 | To Whom It Concerns,
I just wanted to add my support for building the missing link as soon as possible using the South Shilshole option. It is the only option that makes sense. You can build bike lanes on Market, and that would be great too, but people will still prefer to bike on Shilshole since it is the flattest and most direct connection from Fred Meyer to the locks.

Thanks for your time and please stop wasting tax money on more studies. Build it already! Before more people get hurt due to insufficient infrastructure.

Aaron Piper
Ballard Resident for 7 years.

Letter No. 125

From: Ada Hamilton <ada.f.hamilton@gmail.com>
Sent: Monday, July 25, 2016 9:51 PM
To: BGT_MissingLink_Info
Subject: BGT Missing Link

125 - 001 Thank you for your comment.

125 - 002 Your comments are noted.

125-001

Please don't choose Ballard Ave as the path for the Missing Link. It would disrupt the Ballard Farmers Market, a vital part of our community, as well as change the character of Ballard Ave, which is the real heart of Ballard. The farmers market allows us to support farmers and sustainable agriculture, and fosters a wonderful sense of community that is priceless and irreplaceable.

It is already not easy to park on Ballard Ave, and there are so many restaurants and small businesses that rely on that parking.

125-002

I am all for completing the missing link, and safety for cyclists. I think the North Shilshole would be safest for cycling, but it is most important to not choose Ballard Ave as the route.

- Cyclist, Ballard Market shopper, Ballardite,
Ada Hamilton

Sent from my iPhone

Letter No. 126

From: Alex Morrow <amorrow@uw.edu>
Sent: Friday, July 08, 2016 2:18 PM
To: BGT_MissingLink_Info
Subject: Re: Burke-Gilman Trail Draft EIS Release

126 - 001 Thank you for your comment.

126 - 002 Your comments are noted.

Hello,

As a Ballard resident, long-time bike commuter into downtown, recreational and competitive cyclist, I have followed the long and difficult debate over completion of the Burke-Gilman trail's missing link. I ride this stretch several times each week.

126-001

That is often enough to see numerous accidents and near misses. I have been forced off the road by an angry truck driver who insisted I should only ride on designated trails. Another time, I assisted a bloodied and injured woman who crashed on the rail tracks beneath the Ballard Bridge as a medical team arrived. Several weeks later, I watched another young cyclist crash in the same location. Again, an ambulance was called. For a time, I decided Shilshole was too dangerous and began to ride side streets through historic Ballard. The number of cars, intersections, loading zones, delivery trucks, and pedestrians presented a whole different hazard.

What will it take for the city to push through a safe solution? The death of a cyclist?

126-002

I hope the city can finally finish this stretch of the trail. I have reviewed the options and Shilshole North and South options seem to be the safest and most desirable options.

Thanks.
 Alex Morrow

On Fri, Jun 17, 2016 at 3:37 PM, BGT_MissingLink_Info <BGT_MissingLink_Info@seattle.gov> wrote:

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

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

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

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

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



Art Brochet

Communications Lead

City of Seattle [Department of Transportation](#)

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

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Alex Morrow

Ph.D. | Lecturer | History and Ethnic, Gender, Labor Studies

Interdisciplinary Arts and Sciences

University of Washington | Tacoma

Letter No. 127

From: Alex Watts <4alexwatts@gmail.com>
Sent: Monday, July 18, 2016 8:30 PM
To: BGT_MissingLink_Info
Subject: Blue line

127 - 001 Thank you for your comment.

127-001

I support the blue line link.

Letter No. 128

From: Allen Wycoff <allen.wycoff@gmail.com>
Sent: Monday, June 20, 2016 7:44 AM
To: BGT_MissingLink_Info
Subject: Ballard Missing Link

128 - 001 Thank you for your comment.

Hello,

I am an avid bicyclist and live in Lake Forest Park. When I ride with friends on the weekend the gap in Ballard XXX. My preference is the Shilshoe South alternative.

Cheers,

Allen Wycoff

128-001