



Public comments received at
October 15, 2008 Open House for:
Burke-Gilman Trail 11th Ave. NW to Ballard Locks Extension Project

After the presentation at the second Open House for the Burke-Gilman Trail 11th Ave. NW to Ballard Locks Extension Project the consulting team invited attendees to participate in a question and answer session for everybody to hear. Similar to the first meeting, attendees had the following questions and comments:

- 1) What is the City of Seattle doing to address the 140 parking spaces that will be removed to accommodate the trail?
- 2) Seeing that we are still in the design phase, how long will it take to build the permanent trail given that is the City's long-term vision?
- 3) Please consider the needs of cyclists like the needs of drivers and pedestrians. How is diverting a cyclist off of a trail, onto the street, and onto a sidewalk going to help reduce user conflicts on the trail?
- 4) Safety is critical. The City needs to make sure pavement marking and signing is consistent and explicit at crossing where they enter or leave roadway facilities. Again, as mentioned at the first meeting, do not use gravel or trees with shallow roots. These elements make for treacherous biking conditions.
- 5) The traffic island on the trail at 17th Avenue NW and Shilshole Avenue NW has some potential. However, most bicyclists do not like the island because it will slow us down and pedestrians will get in the way. Also, if it is not clearly "marked" it will present a hazard.
- 6) Many bicycle dots were missing from the plans that were plotted and placed on the tables. Traffic signal equipment was also absent. Make sure the final plans clearly depict how bicyclists negotiate the crossings where they enter or leave roadway facilities both westbound and eastbound at NW Vernon Place and at Ballard Avenue NW.
- 7) Through driveway signage, please make explicit who has the right-of-way so motorists know how to treat trail users and vice versa.

After about an hour of discussion, the group returned to the open house format to share their thoughts and ideas with one another. What follows is a bulleted list of the comments received.

Comment Forms

- I would like to receive notice of any SEPA or NEPA determination for this project. My contact information is: Joshua Brower, Tupper Mack Brower PLLC, 2025 1st Ave, #1000, Seattle, WA 98121, brower@tuppermackbrower.com
- Wonderful graphic layouts – it really helps.
- This looks like a well-thought-out design. I do have some concerns about the bike route during construction. What plans are in place? Will there be a designated route for bikes and or cars? If this isn't addressed in advance, I can see major safety problems with confused drivers and cyclists, torn-up roads, gravel on the bike route, etc. If there is no designated route, some bike traffic may move to Leary.
- As part of the first contract or in advance of it, the striping/allocation of space on the Fremont sections needs to be revised to match 2-way section that's on 90% of the Burke-Gilman trail. (drawing on comment form)
- I will ride in the street, not the trail until 17th to Vernon Pl. is finished! I will not detour over to Ballard Avenue NW Completing 17th to 24th vicinity should be the 2nd priority, not Vernon to the Ballard Locks.
- I like that this is happening, just feel that phasing is out of sync.
- I'm really disappointed about the stupid detour to Ballard Ave. Maybe after the first bicyclist is killed riding straight through you will put in a path where it should be.

Proposed Trail Map Notes

Segment 1: 11th Avenue NW to the Ballard Locks

- Please don't plant trees with shallow roots.
- Please don't use gravel on the trail.
- Trail users need drinking fountains.
- Don't plant trees next to the trail. Branches are dangerous to trail users.
- Please do not make the trail detour on to Ballard Avenue. Most cyclists will continue on Shilshole Avenue NW regardless if there is an "interim" trail or not. Please build the trail all along Shilshole Avenue NW.
- Do not add a curb at the southwest corner of NW 45th Street and 11th Avenue NW or make the curb cut larger at the sidewalk than shown on the trail map.
- Plan to avoid routing traffic onto NW 46th Street as a detour during construction.

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- Make a park under the southern portion of the Ballard Bridge.
- Choke point at the trail turn off of Shilshole Avenue NW onto 17th Avenue NW is a problem.
- Please include striping on the right side of Ballard Avenue NW once the trail crosses the street.
- How will north and southbound pedestrian traffic flow at NW Vernon Place? I like the pedestrian/cyclist actuated signal idea.
- Make ramp width 20 feet at NW Vernon Place. The width between the ramp and south edge of trail needs to be 10 feet or more, otherwise, ramp down the entire path width.
- Can we make the driveway at the future hotel an “in” driveway? I am concerned that an exiting vehicle may not see bikes due to the grade and trees near the trail’s curve.
- Consider pulling trail south to allow one car length between trail and Shilshole Avenue NW.

What Happens Next?

The design team will use the ideas generated at this meeting and through the trail planning website, as well as the guidance provided by the SDOT’ staff, to refine the design details. They will also begin completing the design details for the second segment of the trail. Environmental documentation will be completed in 2008, followed by the development of construction documents by 2009.

Those who were unable to attend the October 15 meeting can review the materials presented – and provide comments – on the SDOT website:

<http://www.seattle.gov/transportation/missinglink>

The Seattle Department of Transportation builds, maintains and operates Seattle's \$8 billion transportation infrastructure. To further Mayor Nickels' goal to get Seattle moving, the department manages short- and long-term investments in streets, bridges, pavement and trees, that better connect the city with the region.