



Fix The Burke Gilman



SBAB - July 15th, 2025



A year and a half of advocacy
for five afternoons worth of
work

The Problem

- In March 2024, SDOT re-striped 10 intersections of the Burke Gilman Trail between Ballard and Fremont
 - This problem is city-wide
 - The city's policy is (was?) to restripe every intersection every four years, with apparently no consideration for current wear or conditions
- New material was placed on top of old, resulting in severe vibrations



The Problem - Cont.

- Users are forced to choose extreme wheelbarrowing or swerving into general traffic lanes, and some crash when re-entering the trail
- Since March 2024, at least 9 people have been significantly injured, with multiple hospitalizations



Advocacy for this Issue

- March 20th, 2024 - I email SDOT, as well as CM Strauss, with the issue and the dangerous behavior it creates
- I get a response from SDOT asking for clarifying intersections and request confirmation (SDOT-24-00071076)
- I continued advocacy over the summer with conversations with Director Spotts, emails to SDOT, Find-it-Fix-It reports, emails to my CM / city-wide CMs
- Outreach to the Director, Head of Safety, Walk and Bike Team, Head of Striping, Public Engagement Lead, and Interim Director result in no action by Spring of 2025

Current Efforts - Petitions

[LOGIN OR SIGNUP](#)

START ORGANIZING: ACTIONS PEOPLE SUPPORT

Fix the Burke Gilman

The Burke Gilman Trail needs your help! The excessive striping has made the trail extremely rough and unsafe. Tell your city the trail needs improvement today!

1,610 Letters Sent

Only 1,590 more until our goal of 3,200



credit to Seattle Bike Blog

change.org

My petitions

Membership

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Start a petition

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Repaint the Burke-Gilman Trail Intersections with up to date standards



191

Verified signatures

Let's get to 200 signatures!

Petitions with 1,000+ supporters are 5x more likely to win!

Current Efforts - Media Coverage

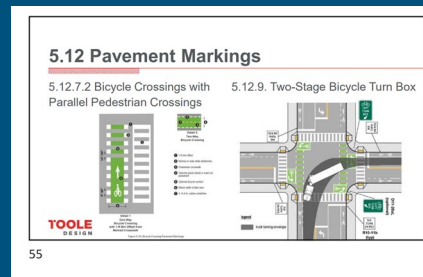


Current Efforts - Meeting with Matt Beaulieu, SDOT

- May 2025
 - First serious meeting with someone
 - Clarified the problem and explored solutions
 - Got past the standards and “damage” talk
-
- 3 intersections redone shortly after
 - SDOT tool to track sidewalk markings is different than public facing tool

Ask

- Letter to grind and re-stripe the other 7 intersections on the trail in Ballard/Fremont and elsewhere it exists on bike infrastructure
- Have SDOT change the standards
 - One layer thick maximum for cycling / multi-use paths (~ ")
 - Use Cross-bike markings instead (new AASHTO standards)
- Have SDOT clearly communicate when crosswalks are up for restriping
 - Current info is conflicting and not even related to their internal tools
- Raised crosswalks where possible
- Get user counts on the Burke-Gilman (& other trail infrastructure)
- Dedicate funding for the maintenance of the trail
 - This is our "highway," it needs appropriate funding



Importance

- The Burke is one of the most critical pieces of infrastructure for people outside of cars
- It's level, mostly separated, and a rare E / W connection in the city
- The city needs to make serious investments on it to achieve mode share and vision zero goals
- Lack of attention signals a lack of care for those choosing a healthier, safer, greener alternative form of transit