

---

Public comments received at  
November 15, 2007 Open House for:  
**Burke-Gilman Trail 11th Ave. NW to Ballard Locks Extension Project**

At this first open House for the Burke-Gilman Trail 11th Ave. NW to Ballard Locks Extension Project organizers provided comment forms for attendees to submit, as well as flip charts for attendees to leave notes and trail maps for attendees write on or make verbal comments about. Below is the list of comments from each of these sources.

**Comment Forms:**

- This project is long overdue.
- I don't like the sidewalk trail along 24th Avenue NW and 28th Avenue NW. Build the trail along the rail right of way instead.
- Improve Shilshole Avenue NW for bikes. Most riders will not detour on Ballard Avenue NW.
- Put bike waiting lanes on 24th Avenue NW to the north and south of NW Market Street.
- Forget about a sidewalk from 28th Avenue NW to Shilshole Avenue NW- it's a waste of money.
- The trail along Shilshole Avenue NW looks good except at the area between Vernon Place and 17th Avenue NW.
- 99% of bikes will stay on Shilshole Avenue NW anyway. Forget a sidewalk crossing- it's a waste of money.
- Please do not use gravel fills adjacent to trails. It is a major hazard to skaters. Comment from David Bures.
- Perhaps consider "bike route" signage rather than spending money on an interim trail routing. We can wait as long as we know the real thing is coming. As a cyclist who rides this area several times a week, I appreciate your continued effort.
- I agree with the fellow who advocated for a couple feet of paved shoulder on Shilshole Avenue NW.
- About parking including along Shilshole Avenue NW and other areas: There are few surface lots in the area and what there are being lost to development. New development is required to have less parking too.
- About the route: Most hard core bikers will not leave Shilshole Avenue NW to go up to Ballard Avenue NW. Shilshole Avenue NW will remain hazardous from 17th Avenue NW to NW Vernon Place.

- About intersections: Where the trail crosses 24th Avenue NW, a traffic light for the bike/pedestrian trail would be safest option. Trucks and cars crossing the trail heading south on 24th Avenue NW will be a hazard. If you make trucks and cars yield to bikes/pedestrians, you will have a back up of traffic impeding flow of traffic through the NW Market Street/24th Avenue intersection. Trucks crossing the sidewalk at NW Market Street and 28th Avenue NW will also be a hazard. There needs to be a light installed there or traffic will back up on NW Market Street.
- About the permanent trail: Trucks for Ballard Transfer Ballard Oil and other companies need wide turning radii for turning onto NW 54th Street from 24th Avenue NW or 28th Avenue NW as well as in and out of their properties. Can this be accommodated in such a narrow right of way? Comment from Nancy Ferkingstad, President, Pacific Fishermen Inc.
- It seems to me that the part of the design that requires users to detour over to Ballard Avenue NW will not be followed. I anticipate that most users would ignore that part and continue on the shoulder of Shilshole Avenue NW. Has a raised trail ever been considered to ease the flow?
- You need a grade separation between bicycles and other users when you complete the final design at 24th Avenue NW and Shilshole Avenue NW. Use an underpass like in Kenmore where the trail goes under NW 68th Street.
- I am concerned about the interim route from 24th Avenue NW to 28th Avenue NW as well as the transition between Shilshole Avenue NW and NW Market Street. There is too much room for conflict. In general, the route works better west to east than the opposite.
- I reviewed the proposed design and it appears that it is a good design that accommodates both the multi-users of the trail and the existing land use and commercial business area. Good job! Please add me to your mailing list. Thanks, Uramia Perez.
- The 11th Avenue NW to 17th Avenue NW section is most important! This is where the accidents are occurring because of road conditions. Improvements here will improve safety and stop the falls and spills.
- There are a lot of great ideas in this plan! Definitely love the improvements: The intersection at 17th Avenue NW and Shilshole Avenue NW seems like the best solution. The sections should create a beautiful and safe trail that will encourage people to bike and walk. The design looks like a good balance between long stretches of trail and trail access to local businesses.
- A couple of concerns: parking for bikes especially bikes with trailers. Do not create bike routes without separate lane or sharrows.
- I am happy about completion of the Burke-Gilman “Missing Link” Trail.
- I prefer to have the trail seamlessly connected on Shilshole Avenue NW between 17th Avenue NW and NW Vernon Place. Why doesn’t the plan include that connection?
- Please improve biking facilities on 12th Avenue NW and the connection to the trail as well. We live on 17th Avenue NW and note a large number of bikes. However, the closer to the trail, the more dangerous a bike facility becomes.
- Please make the “Missing Link” connection on the Burke Gilman Trail as safe as possible. Separate the trail from general purpose traffic and encourage driveway consolidation. Finish this “Missing Link” as quickly as possible with the first priority

Seattle Municipal Tower, 700 Fifth Avenue, Suite 3900, PO Box 34996  
Seattle WA 98124-4996

Tel: (206) 684-ROAD, TTY/TDD (206) 233-1088, FAX: (206) 684-8581

*An equal-employment opportunity, affirmative action employer. Accommodations for people with disabilities provided on request.*

connecting 11th Avenue NW and 17th Avenue NW. This opens up access from all of Ballard to areas east.

- Thank you for all the good work. As the density of Ballard increases, we will need access to many modes of transportation. Giving priority to non-motorized vehicles appears now to be the best way forward in terms of public health and climate change.
- It is too bad the trail cannot continue along Shilshole Avenue NW between 17th Avenue NW and NW Vernon Place. Again, thank you for your excellent work.
- I'm disappointed- why are there still missing links? When will we get what you proposed and add real trail?
- The interim connection that jogs on Ballard Avenue NW for southeast bike traffic will not be used by bike commuters. We will use the shoulder and road as we do now if there is no paved shoulder. I strongly suggest a minimal four foot paved shoulder alongside of Shilshole Avenue NW that has one foot or no paved shoulder right now. Gravel accumulation on the street and shoulder makes bicycle riding dangerous.
- Two additional red lights on Shilshole Avenue NW will frustrate most car commuters that are not informed of the new plans.
- Most bike commuters exceed 15 mph and are not exclusive trail riders, but need to ride on roadways.
- Loss of parking on Shilshole Avenue NW and 24th Avenue NW is totally unacceptable.

### **Notes on Flip Charts:**

- Using a sidewalk as a bicycle facility is a very poor design and is especially dangerous for cyclists on the 'wrong' side of the road (westbound on NW Market Street). A stripe on a sidewalk doesn't alter its essential nature as a sidewalk. Putting cyclists there will create conflicts with pedestrians and businesses. Almost every cyclist currently rides on NW Market Street and will certainly continue to do so.
- There is still a "missing link" between NW Vernon Place and 17th Avenue NW. The "detour" on Ballard Avenue NW will be dangerous. I will continue to ride along Shilshole Avenue NW rather than divert to Ballard Avenue NW. This plan is a good start.
- Rather than using the south sidewalk on NW Market Street between 24th Avenue NW and 28th Avenue NW, NW 56th Street could be used since there is a traffic light at 28th Avenue NW and NW Market Street which would make crossing or turning safer. A bicyclist riding west on the sidewalk would be traveling in a direction and at a speed where a motorist would not expect to encounter anything moving faster than a walking pace.
- I will and most others will continue to ride along Shilshole Avenue NW meaning the City will have wasted its money on the alternative on Ballard Avenue NW. Ballard Avenue NW is too busy and more dangerous than Shilshole Avenue NW. This reroute is impractical.
- Don't waste money on detours. Build the trail along the "future" NW 54th Street. The route is largely paved, has great sight lines, good grades, and just needs a little asphalt and striping. The existing parking is under-utilized and would better serve public trail use instead of private parking.

Seattle Municipal Tower, 700 Fifth Avenue, Suite 3900, PO Box 34996  
Seattle WA 98124-4996

Tel: (206) 684-ROAD, TTY/TDD (206) 233-1088, FAX: (206) 684-8581

*An equal-employment opportunity, affirmative action employer. Accommodations for people with disabilities provided on request.*

- I like to go on bike trails!
- The loss of parking on Shilshole Avenue NW and 24th Avenue NW is totally unacceptable as it puts us out of business.
- The lost of parking is acceptable to me. I would sacrifice a business for this trail anytime. Fair trade.
- Businesses will see more business from the trail.
- Insurance agents are not underwriters.
- It's about time!
- Great access to businesses along the trail. Great route to shopping and Ballard Farmers' Market. Ballard Farmers' Market needs more bike parking!
- What's the route proposed during Ballard Market days?
- Please don't let parking and railroad needs drive the trail design or route. Ballard is growing and changing rapidly. Parking needs to be resolved at a grander scale!
- Block off Shilshole Avenue NW at NW 45th Street. This provides a much safer way for the trail to cross Shilshole Avenue NW and people still have access to Shilshole Avenue NW east of NW 45th Street via 14th Avenue NW. Plant a strip to beautify the area. This plan helps maintain parking on that block of Shilshole Avenue east of NW 45th Street.
- Our neighborhood near Mathews Beach got the idea for the trail in September 1970. Now 37 years later it is time to get it done!
- The trail should not have to share a lane. The issues raised by the railroad can be solved. NEPA was enacted in 1970. The City has had this tool for 37 years! Let's get this trail finished.

### **Written/Verbal Comments on Trail Maps**

#### **Segment 1: 11th Avenue NW to 17th Avenue NW**

- Between 11th Avenue NW and 14th Avenue NW, the proposed trail crossings are very unsafe for bikes, Cushman scooters, Vespas, and motorcycles. The City should indemnify the railroad company for all accidents and lawsuits resulting from this design.  
- Byron Cole
- Use thick rubber rail flaps to mitigate hazardous angle on the rail crossing.
- Byron Cole, the train operator, argued that rubber rail flaps do not work.
- Trucks need to be able to exit and enter across the street from Stewart Marine and Jim Dandy since they are the primary entrance and exits to the waterfront. Railcars are spotted for loading and unloading along the main line between the driveways. Railroad needs to have continued use of the alley at the intersection of 17th Avenue NW and Shilshole Avenue NW to provide access to the freight cars for loading and unloading.  
-Byron Cole

Seattle Municipal Tower, 700 Fifth Avenue, Suite 3900, PO Box 34996  
Seattle WA 98124-4996

Tel: (206) 684-ROAD, TTY/TDD (206) 233-1088, FAX: (206) 684-8581

*An equal-employment opportunity, affirmative action employer. Accommodations for people with disabilities provided on request.*

- Add a traffic island in front of Stewart Marine to organize traffic flow. Add a signal at the intersection of 17th Avenue NW and Shilshole Avenue NW for safety reasons.
- Thank you for getting the trail safely to 17th Avenue NW.
- One attendee commented that creating a crossing at Shilshole Avenue NW towards 17th Avenue NW is a waste of money. They are of the opinion that bikes will not turn off of Shilshole Avenue NW but that 99% will continue on Shilshole Avenue NW.
- Don't waste money on building the temporary trail.
- Build the trail so that it continues along Shilshole Avenue NW passed Salmon Bay and Gravel. Don't let a narrow business interest dictate public policy. Several other attendees agreed that having the final trail continue along Shilshole Avenue NW was the best solution.
- Another person wrote, "Spending any money on an interim trail through this area is a waste of City money. Finish the trail along Shilshole Avenue NW because the bikes will continue to use that route. There is enough room on Shilshole Avenue NW to accommodate all citizens and trail users of all types.
- One participant asked that SDOT pave the four foot dirt shoulder along Shilshole Avenue NW. Another person remarked that Shilshole Avenue NW needs to be improved for bike travel.
- At the intersection of Ballard Avenue NW and 17th Avenue NW, one Open House attendee commented that the trail design should not be compromised by directing bikes onto the sidewalk. When exiting the sidewalk, the commenter asked, "How do you transition from the sidewalk to road riding while maintaining bike safety?"
- One citizen requested that no gravel be placed next to the trail as it is shown along Shilshole Avenue NW in the last section. The City must pave the shoulder along the rest of Shilshole Avenue NW on the southbound side because bike traffic can often exceed 15 miles per hour. Express bike commuters will not stop to cross Shilshole Avenue NW to 17th Avenue NW. They will ride in traffic if there is no shoulder to take advantage of.

## **Segment 2: Ballard Avenue NW to 24th Avenue NW**

- The New York Fashion Academy noted that the traffic on Ballard Avenue NW is not as benign as the consulting team made it out to be. While it is safer than Shilshole Avenue NW it is by no means safe.

Seattle Municipal Tower, 700 Fifth Avenue, Suite 3900, PO Box 34996  
Seattle WA 98124-4996

Tel: (206) 684-ROAD, TTY/TDD (206) 233-1088, FAX: (206) 684-8581

*An equal-employment opportunity, affirmative action employer. Accommodations for people with disabilities provided on request.*

- Work on improving access for cars from West Ballard to Ballard Bridge and beyond, along NW Market Street and other arterials. Discourage cars shortcutting along Shilshole Avenue NW.
- Pave the edge next to trail along Shilshole Avenue NW to get rid of the drop off along the interim trail. Another participant agreed that this suggestion was a good one.
- The addition of new flow for other modes of transport (i.e. bicycles and pedestrians) may offset the need for parking.
- Many people expressed that the loss of parking was unacceptable. Some responded that worrying about parking rather than creating a safe bike trail is unacceptable. A dialogue ensued on paper commenting that “parking is a privilege; not a right.” One attendee wrote that the existing parking is under-utilized and free but it is NOT a right.
- The property owner at 5422 Shilshole Avenue NW (Mike Hall) wrote that he was OK with the trail on the southside of Shilshole Avenue NW.
- Create a pedestrian island at 24th Avenue NW near the entrance of Pacific Fishermen, Inc. with a minimum ten foot refuge to accommodate a bicycle AND trailer. This plan would require running the trail to the south of Pacific Fishermen’s overflow parking lot rather than to the north as shown in the consulting team’s plans.
- The proposed bike crossing is very dangerous. There needs to be a traffic light to allow bicyclists and pedestrians to cross since there are so many trucks and cars that continue south on 24th Avenue NW. However, if you make trucks and cars yield, traffic will back up to NW Market Street impeding traffic flow at the main intersection of 24th Avenue NW and NW Market Street.
- The intersection at 24th Avenue NW and Shilshole Avenue NW is dangerous for a car but will be even more dangerous for bicycles. From Shilshole Avenue NW, the turn on to NW Market Street should be a right turn only.
- If you add a trail crossing at 24th Avenue NW you are creating unnecessary exposure for bicycles to be in harms way of fast-moving cars. Creating a car and truck crossing on 24th Avenue NW will be a hazard to trail users.

### **Segment 3: NW Market Street to the Ballard Locks**

- Citizens on bicycles or foot and those using cars and trucks actively use the intersection at 24th Avenue NW and NW Market Street. Please consider using some of the suggestions provided by citizens to make this intersection safer and more efficient for all users.

Seattle Municipal Tower, 700 Fifth Avenue, Suite 3900, PO Box 34996  
Seattle WA 98124-4996

Tel: (206) 684-ROAD, TTY/TDD (206) 233-1088, FAX: (206) 684-8581

*An equal-employment opportunity, affirmative action employer. Accommodations for people with disabilities provided on request.*

- It is a major compromise to have a “temporary” trail along the sidewalk on NW Market Street. Build the permanent trail behind the NW Market Street businesses as planned to provide a shorter and possible safer route to the Ballard Locks. Bicycles should be on the road or on the trail not on the sidewalk. The sidewalk is only acceptable for little kids but 99% of users won’t use it.
- It is better to build the “permanent” trail from NW Vernon Place to NW 54th Street then bring the interim trail up the west side of 24th Avenue NW. This route fits the permanent trail vision, is safer for bikes, and retains more parking. However, the City may want to gate the location of the future permanent trail otherwise, people will likely try to use the rail corridor since it offers the shortest route.
- Please do not waste money by building the trail on the sidewalk on NW Market Street. Bicycles will continue to ride on NW Market Street even if this poor trail design gets built. Most commuters and frequent bicyclists will continue to ride the shortest route with the best grades and best sight lines.
- Multiple long trucks and trailers use the route where the permanent trail is shown on NW 54th Street. They require a wide turning radius for turning. This design should not be approved in such a narrow corridor.
- The loss of parking at the intersection of 24th Avenue NW and NW Market Street is unacceptable.
- There needs to be parking for emergency vehicles along NW Market Street to help injured pedestrians and bicyclists. It is dangerous to commingle their use of the trail on the sidewalk.
- The segment between the Ballard Locks and 28th Avenue NW should be prioritized and completed first since it is already connected to the Locks, the Canal, and the NW 60th Street stretch of the trail. This segment also makes a nice way to avoid NW Market Street by allowing a bicyclist to go north on 28th Avenue NW, across NW Market Street, and into the neighborhood.
- Bob Allison would like to meet to discuss a trail conflict with his business. Specifically, he is worried about a two wheeler truck unloading and a hard left across the trail.

*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.*

Seattle Municipal Tower, 700 Fifth Avenue, Suite 3900, PO Box 34996  
Seattle WA 98124-4996

Tel: (206) 684-ROAD, TTY/TDD (206) 233-1088, FAX: (206) 684-8581

*An equal-employment opportunity, affirmative action employer. Accommodations for people with disabilities provided on request.*