

COMPLETE THE BURKE GILMAN TRAIL ON MARKET & LEARY NOT SHILSHOLE



COST

SDOT's project to complete the last 1.5 miles of the Missing Link with a recreational sidepath is way too expensive. According to the City's Capital Improvement Program (2017-2022)¹, it will cost **\$31 million—this is \$20.6 million/mile**. SDOT usually builds better projects, like **protected bicycle facilities, for \$1.3 million to \$1.6 million per mile**. SDOT built the Westlake Cycle Track, a much more complicated project, for a **total** of \$1.6 million. SDOT could build up to **24 miles** of protected bicycle facilities elsewhere in City for this same amount of money. And **completing the Missing Link with a cycle track on Market & Leary would be less expensive and consistent with other bike projects in the City**. Shockingly, **SDOT plans to spend nearly 10% of the entire bike/ped budget in the Move Seattle Levy** for the Missing Link while other areas of Seattle go without bicycle infrastructure that is critical for safe recreation and commuting by bicycle.



SOCIAL EQUITY

The Missing Link exacerbates SDOT's pattern of excessive spending on bicycle infrastructure that favors predominately white areas while largely ignoring communities of color. The City's **Race and Social Justice Initiative** is intended to end institutionalized racism and race-based gaps in City government programs and spending but **SDOT failed to apply it** to the Missing Link.

The Missing Link is yet another multimillion dollar project in north Seattle while other areas of the City lack critical infrastructure to allow all Seattleites to bike safely. The current Bicycle Master Plan intensifies this problem because **4 of the 5 major projects are all outside of communities of color**. SDOT is failing to address Seattle's socioeconomic imbalances and instead amplifies them.

Everyone should have equal opportunity to safely commute and recreate by bicycle.



SAFETY

It is no secret that SDOT's preferred design and location for the Missing Link—a **sidepath universally regarding as a more dangerous design compared to protected facilities** - is on Shilshole Avenue NW through **Ballard's maritime and industrial district**. The City designated Shilshole a "Major Truck Street" prioritized for heavy trucks and commercial traffic.

There are 55 driveways along this portion of Shilshole Ave NW—or one every 144 feet. Mixing bikes and trucks is a recipe for disaster.

Signs and paint, which is SDOT's design to make the Missing Link safe, will not protect cyclists and trail users. **SDOT should construct a protected bike facility—like it is doing everywhere else in Seattle—on Market & Leary, away from a Major Truck Street**. For such an expensive project, SDOT owes it to Seattle to design and locate a safe trail away from heavy trucks and freight.



JOB SECURITY

Shilshole Avenue NW is the **heart of Ballard's maritime and industrial district**. The companies located along this City-designated Major Truck Street provide **thousands of union and family wage jobs**. SDOT's design for the Missing Link along Shilshole will remove many loading docks and driveways the businesses use and need. SDOT does not seem to care about protecting family and union-wage jobs, but you should. Design problems—like inadequate sight distances and 55 driveways—make it impossible for SDOT to design and locate the Missing Link on Shilshole without impacting existing industrial and maritime businesses. Bicycles will also experience **long delays** as big trucks cross the trail.

The simple answer is to move the trail two blocks to Market & Leary. Why is SDOT risking putting maritime and industrial companies that provide thousands of jobs out of business?



PROJECT DELAY

SDOT will not be able to build the Missing Link on Shilshole because Seattle Public Utilities has to build the CSO underground storage tunnel to prevent polluted water from overflowing into the Ship Canal during heavy rain right in the same location as the trail. SPU has no choice but to build the CSO project because it is required by a Consent Decree with the United States EPA. Work on the CSO has already begun and will **continue through 2025**.

A portion of the CSO project is located along Shilshole Avenue NW from the Yankee Diner site to Dock Street.

This is exactly where SDOT proposes to construct the Shilshole South alternative of the Missing Link. If SDOT builds the Missing Link first, SDOT will waste millions of dollars because SPU will tear it out to build the CSO project. **By moving the Missing Link two blocks—to Market & Leary—SDOT can avoid the conflict with SPU and build the trail sooner**.

1. See <http://www.seattle.gov/financedepartment/1722adoptedcip/documents/2017-2022AdoptedCIP.pdf>, pgs 193, 230-231.