



May 25, 2017

Dear Interested Tribes, Organizations, and Members of the Public:

The Seattle Department of Transportation (SDOT) proposes to complete the Burke-Gilman Trail, a regional, multi-use trail that runs east from Golden Gardens Park in Seattle and connects to the Sammamish River Trail in Bothell. The trail is continuous except for a 1.4-mile segment through the Ballard neighborhood known as the Missing Link. Currently, the trail ends at 30th Avenue NW by the Ballard Locks on the west and begins again at the intersection of 11th Avenue NW and NW 45th Street on the east.

SDOT is acting as lead agency under the Washington State Environmental Policy Act (SEPA). On June 16, 2016 SDOT issued a Draft Environmental Impact Statement (EIS) that evaluated four alternatives for completing the Missing Link known as Shilshole South, Shilshole North, Ballard Avenue, and Leary. After consideration of the public comments on the Draft EIS, further analysis of the potential impacts, and discussions with several key stakeholders, SDOT selected a Preferred Alternative, which would be a combination of the Shilshole North and Shilshole South alternatives. Beginning at the Ballard Locks, the Preferred Alternative would travel east along the south side of NW 54th St and NW Market St, turn south along the west side of 24th Ave NW, head east along the south side of Shilshole Ave NW, then continue east along the south side of NW 45th St, where it would connect with the existing Burke-Gilman Trail at 11th Ave NW.

Completing the Missing Link would create a safe, direct, and defined multi-use trail for persons of all abilities, for a variety of transportation and recreational activities. It would improve predictability for motorized and nonmotorized users along the project alignment and maintain truck and freight access to the industrial and water-dependent businesses within the Ballard Interbay Northend Manufacturing and Industrial Center. In addition, the Preferred Alternative would provide connections to the proposed nonmotorized networks shown in Seattle's Pedestrian Master Plan and Bicycle Master Plan.

SDOT has prepared the Final EIS to inform the public and to assist decision makers in understanding the potential environmental effects—both positive and negative—associated with the project both during and after construction and in relation to other projects in the vicinity.

The Final EIS has been prepared and is being circulated in compliance with SEPA. No action will be taken based on this document for at least seven days in accordance with SEPA and the City of Seattle Municipal Code. Thank you for your continued interest in this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Kubly".

Scott Kubly,
Director