
THE BURKE-GILMAN TRAIL “MISSING LINK”

Q & A

2017

Q: How much will it cost to complete the 1.5 mile “Missing Link” with SDOT’s preferred route?

A. The City plans to spend approximately \$31 million to complete the “Missing Link” in this location—or \$21 million per mile.

Q: Has the City already approved a budget that includes \$31 million to complete the Missing Link?

A: Yes, the City’s 2017-2022 Adopted Capital Improvement Program (pages 193, 230 and 231) includes \$30,888,000.00 for the Burke-Gilman Trail Extension.¹

Q: How much does the City spend to build a protected bicycle facility?

A. The City spends approximately \$1.3 million to \$1.6 million per mile to build a protected bicycle facility.

Q: What is the difference between a multi-user trail like the Missing Link and a protected bicycle facility?

A. The Missing Link is a two-way multi-user trail next to traffic that forces pedestrians and bikes to compete for space and forces bikes to ride against traffic. A protected bicycle facility is separated from traffic and distinct from the sidewalk, thereby giving everyone space, and does not force bikes and pedestrians to compete for space.

Q: Are protected bicycle facilities safer compared to the current design of the Missing Link?

A. Yes, they are safer for everyone because they are physically separated from traffic and pedestrians and bikes are not forced to compete for space.

Q: Has the City built protected bicycle facilities in other places in Seattle?

A. Yes, the City built protected bicycle facilities on 2nd Avenue and Westlake Avenue N in addition to many other locations.

Q: Will there be a sidewalk if the City builds a protected bicycle facility to complete the Missing Link?

A. Yes, a protected bicycle facilities would include a separate sidewalk.

Q: Will SDOT’s preferred route cross many driveways?

A. Yes, it will cross 55 driveway crossings in 1.5 miles—or one crossing every 144 feet.

Q: Will businesses and jobs be negatively impacted by SDOT’s preferred route?

A. Yes, SDOT’s preferred route will negatively impact local businesses because they will be unable to access loading docks and driveways and heavy/large trucks and vehicles will have to cross the trail hundreds of times per day, forcing bikes and trucks to mix. Union-wage jobs in this area will be threatened or eliminated.

¹ <http://www.seattle.gov/financedepartment/1722adoptedcip/documents/2017-2022AdoptedCIP.pdf>