

# Burke-Gilman Trail Missing Link Design Advisory Committee

## Meeting #2 Summary

Thursday, May 25, 2017 | 3:00—5:00 p.m.

Ballard Eagleson VFW Post

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### Attendees

#### Design Advisory Committee Members

| Member Name                  | Interest Represented               |
|------------------------------|------------------------------------|
| Warren Aakervik              | Freight Interests                  |
| Sue Dills                    | Water-dependent/Maritime Interests |
| Tom Friedman                 | Ballard Running Group              |
| Davidya Kasperzyk            | Trail Users                        |
| Jennifer Macuiba, alternate  |                                    |
| Sandra Nestorovic, alternate | Cultural and Historic Interests    |
| Mike Stewart                 | Ballard Businesses                 |
| Blake Trask                  | Bicycle Riders                     |
| Eugene Wasserman             | Industrial Interests               |

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### Observers

- Kirk Robinson, The Robinson Company

### Staff

#### *Seattle Department of Transportation*

- Maribel Cruz, Outreach/ Communications Lead
- Louisa Galassini, Project Manager
- Mark Mazzola, Environmental Manager
- Peter Trinh, Transportation Engineer
- Lorelei Williams, Capital Projects and Roadway Structures Division Manager

#### *EnviroIssues*

- Penny Mabie
- Brett Watson

*Note: This document is only a summary of issues and actions in this meeting. It is not intended to be a transcription of the meeting, but an overview of points raised and responses from SDOT and DAC members.*

## **Welcome and Introduction**

Penny Mabie, facilitator for the Burke-Gilman Trail Missing Link Project Design Advisory Committee (DAC), welcomed DAC members and observers. Penny welcomed new DAC members Davidya Kasperzyk (and alternate Jennifer Macuiba), Friends of the Burke-Gilman Trail, and Tom Friedman, Ballard Running Group.

Penny provided DAC members with an overview of the day's meeting agenda, highlighting that the DAC would receive an overview of the Missing Link Project, further discuss key DAC framing documents (member list, charter, and work plan), and begin planning for the June 2017 DAC walking tour.

Louisa Galassini, Seattle Department of Transportation (SDOT) project manager, provided an update on the independent Expert Design Advisor that SDOT was contracting to help review the assumptions of the design team. Louisa said that SDOT, following review of proposals in consultation with interested DAC members, selected Hermanus Steyn, Kittelson & Associates, Inc. Louisa said that SDOT was working to finalize the contract with Kittelson; she anticipated that Hermanus would join future DAC meetings.

DAC members approved the meeting summary for the May 4 DAC meeting following the incorporation of a minor change.

## **DAC Membership Update**

Penny provided members with an update on DAC membership recruitment, noting that the facilitation team was still working with SDOT to identify potential members who could represent union interests, neighborhood residents, people with disabilities, and diversity/inclusion. Penny requested that members pass along contacts who could potentially fill these positions.

In addition, Penny also requested that DAC members highlight and discuss any interests that were not yet highlighted on the DAC member list.

- Tom Friedman, Ballard Running Group, suggested that the Ballard District Council could have a seat on the DAC. He noted that, while he was a member of the Ballard District Council executive board, he would need to work with the other representative from the Ballard Running Group to determine if it would be appropriate for him to represent both interests on the DAC.
  - Eugene Wasserman, North Seattle Industrial Association, felt that the Ballard District Council was well-represented by other seats, several of which were affiliated with the group. He recommended not adding a dedicated DAC member that represented the Council.

- Davidya recommended that the DAC add two additional interests: a local public artist and a local urban designer. Davidya felt that specific local expertise in these areas would be helpful through the design phase, and he highlighted value in incorporating these perspectives early.
  - Suzanne Dills, Commercial Marine Construction Co., recalled that the design of the Westlake Cycle Track brought artists onto the project near the end of the design phase. She wondered if it would be valuable to bring an artist into the design process early on.
  - Blake wanted to ensure that Missing Link was well integrated into the landmarks that it passed by.
  - Louisa noted that Seattle’s one percent for art program could potentially be incorporated into the project, though she recognized that these conversations have not yet started at the city-level. She noted that as part of the one percent for art program, the City would put out an open call for artists, and then select one based on submitted proposals.

Members agreed that they would forego incorporating a dedicated artist interest on the DAC, as the City would accomplish this through the one percent for art program.

DAC members were open to including an urban designer on the DAC if one could be located and briefed in advance of the June 14 walking tour. In response to concerns about the DAC process being slowed down by recruitment of additional members, the group determined that membership would be considered final by this walking tour.

Penny thanked DAC members and noted that SDOT and the facilitation team would continue to work on recruiting members for identified seats. She encouraged members to provide contacts who could potentially be interested in serving on the DAC and represent these interests.

## Project Overview

Louisa and Mark Mazzola, SDOT, provided DAC members with an overview of the Missing Link Project, including project history, a summary of the environmental review process, preliminary details about the preferred alignment, and the project’s schedule and budget. Key points from the presentation included:

- The Missing Link Project’s Final Environmental Impact Statement was published on May 25, completing the environmental review phase of the process. Of the approximately 4,400 public comments gathered through the environmental review process, a large majority (79%) supported constructing the trail along Shilshole Ave NW. Many commenters highlighted safety and [maintaining](#) the Ballard Farmer’s Market as their primary concern.
- The environmental review examined operational impacts such as transportation service, parking, driveway/loading dock trail crossings, roadway intersection trail crossings, vehicle delay at driveways, and driveways and loading dock reconfigurations for each of the alternatives. The

preferred alternative for the trail is anticipated to effect parking; however, it also has the fewest roadway and intersection crossings and is anticipated to reconfigure the fewest driveways and loading docks.

- Common trail design themes that will span all segments include:
  - The trail itself will be between 10-12 feet wide and it will incorporate a buffer of at least two-feet (depending on the type of adjacent use) between the trail and ~~other~~-uses on either side.
  - Pedestrian/cyclist “mixing zones” at key locations and intersections (e.g. Shilshole Ave NW and NW Market St)
- The trail will be designed to allow two-way traffic to return to NW 45th St.
- In response to stakeholder concerns about finalizing conceptual (30%) design too quickly, SDOT pushed the conceptual design milestone to mid-July. This would allow the DAC walking tour, segment workshops, and public open house to happen within this period of design.
- The cost for the entire Burke-Gilman Trail extension, from 11th Ave NW (near the Ballard Fred Meyer) to Golden Gardens Park, is \$30.9 million. Prior projects cost \$15.9 million, and the current projects are anticipated to cost \$15 million (\$2.5 million of this was already expended conducting environmental review).
- The Seattle Public Utilities Ship Canal Water Quality Project will be constructing a pipeline along Shilshole Ave NW. Construction of this pipeline will be packaged with the Shilshole Ave NW portion of the Missing Link construction contract to keep costs down and to limit repeated construction effects on nearby properties. SDOT is also working with King County Metro on their upcoming RapidRide program expansion on Market Street.

Following the presentation, DAC members and observers provided the following questions and comments:

- Mike Stewart, Ballard Alliance and Ballard Farmer’s Market, asked for clarification on the anticipated number of parking spaces lost and gained following construction of the preferred alternative.
  - Mark said that construction of the preferred alternative assumed 344 lost parking spaces along the entire length of the Missing Link. He anticipated that 62 of these spaces could be brought back through roadway design. In addition, Mark noted that the estimated parking loss was a very conservative estimate that included double and triple parked cars. He noted that the number of lost spaces may end up being less in the final design of the preferred alternative.

- Tom confirmed with SDOT that almost all of the parking loss along Shilshole Ave NW resulting from construction of the preferred alternative would occur on the southern side of the roadway.
- Kirk Robinson, the Robinson Company, asked for clarification on why the preferred alternative was selected over other potential alternatives examined during the environmental review process.
  - Mark noted that there were several reasons that the preferred alternative was considered to be the strongest route—recognizing that it is one of the most direct routes to connecting the existing segments of the Burke-Gilman Trail, that it has the fewest number of driveway and intersection crossings (which present the largest risk to user safety), and was also one of the flattest routes. Mark noted that improvements along Shilshole Ave NW are needed regardless of trail construction. In addition, he highlighted the following challenges associated with other examined alternatives:
    - The Ballard Ave NW alternative would have heavily affected the Ballard Farmer’s Market.
    - Leary Ave NW is congested with heavy traffic. In addition, if the Missing Link were constructed on this alignment it would have affected transit operations.
    - NW 54th St is very narrow, and constructing a bike path along this route would have exacerbated a pinch-point between vehicles needing to access properties south of the roadway, the Ballard Terminal Railroad tracks, and business access garages that open immediately into the public right-of-way. This would require barriers or fences on either side of the trail.~~required high fences and a trail that could only accommodate one-way bike traffic.~~
  - ~~Warren noted that many trucks and busses require lanes of at least 11 feet and some require lanes of 13 feet for turning when curves are encountered as is the case on NW 54<sup>th</sup> from Locks to Market. WB67 trucks unloading west bound at Limback Lumber must go west to 32<sup>nd</sup> NW turn left to NW54th left to Market to proceed east bound.~~ Warren noted that many trucks and busses require lanes of at least 11 feet and some require lanes of 13 feet for turning. Warren also noted that many trucks wishing to turn out of Ballard Oil Company and go east (right) on NW Market St currently must turn west (left) and loop around 32 Ave NW due to existing lack of space.
- Kirk wondered if there would be any opportunity for the DAC to discuss and propose changes to the preferred alternative.
  - Louisa noted that the preferred alternative was finalized. She also highlighted that it was selected following a three-year environmental review process that included outreach to stakeholders as well as the public.

- Kirk asked when construction on the preferred alternative was anticipated to begin.
  - Louisa anticipated a notice to proceed on construction in May 2018. She said that construction would begin-occur in phases, and that a more detailed construction schedule was not yet available.

## **Review of Updated DAC Charter**

Penny led a review of updates to the DAC Charter, noting changes that were incorporated following DAC review of the initial Charter draft on May 4.

Penny highlighted the addition of language that allowed member organizations to provide both a member and an alternate. She said that this provision was highlighted as a helpful addition by some volunteer participants who may find it challenging to attend all DAC meetings. She requested that DAC members consider and discuss this potential change.

Members were supportive of DAC member organizations being allowed to provide alternates. Following discussions, members determined that if both a member and their alternate attended a meeting, only the member would sit at the table. Alternates and observers would sit in the gallery.

Jennifer proposed adding additional key challenging locations to Segment 3 (Ballard Bridge to 11<sup>th</sup> Ave NW) such as access to NW 45th Street and the intersection of NW 45th St and 11th Ave NW.

Penny thanked members for their review and confirmed updates to the Charter.

## **Review of Updated DAC Work Plan**

Penny led a review of updates to the DAC Work Plan and highlighted changes to scheduled DAC meetings, segment workshops, and public events. In addition, she noted that design milestone categories were added to show where meetings and workshops fit into the design process.

Members confirmed that the updated Work Plan addressed previous concerns and confirmed the schedule.

## **Planning for DAC Walking Tour**

Penny noted that SDOT and the facilitation team were working together to plan for the DAC walking tour, scheduled for Wednesday, June 14. Penny noted that the DAC for the Westlake Cycle Track participated in a similar walking tour, which consisted of DAC members walking the corridor and talking to property/business owners at key locations along the alignment.

She noted that additional details would be shared with DAC members soon. Penny requested that DAC members share the names of businesses who they believe may be interested in sharing their perspectives with DAC members on the walking tour.

## Conclusion and Next Steps

Members confirmed that the Ballard Eagleson VFW Post worked for future meetings. Members requested that segment workshops take place in venues within the segment to allow them to be more accessible to property owners within each segment.

Penny thanked members for their attendance and participation. She noted that that the DAC walking tour was scheduled for **Wednesday, June 14**, followed by the next DAC meeting on **Thursday, June 15**. She noted that she would send DAC members materials and additional details in advance.

## Action items

- SDOT and the facilitation team will work together to identify members for union interests, neighborhood residents, people with disabilities, diversity/inclusion, and urban design, recognizing that any new DAC members will need to be in place and caught up by the June 14 walking tour
- SDOT and the facilitation team will begin planning for the June 14 walking tour and reaching out to property owners along the corridor that could potentially provide briefings.

## Attachments

- DAC Membership (draft for discussion: May 19, 2017)
- Missing Link Project Overview (SDOT presentation, May 25, 2017)
- DAC Charter (draft for discussion: May 19, 2017)
- DAC Work Plan (updated draft: May 19, 2017)