

Burke-Gilman Trail Missing Link Design Advisory Committee

Meeting #10 Summary

Thursday, September 13, 2018 | 2:30—4:30 p.m.

Ballard Eagleson VFW Post

Attendees

Design Advisory Committee Members

Member Name	Represented Interest	In Attendance
Warren Aakervik	Freight Interests	X
Tom Bayley	Commercial/Retail/Marina Interests	
Tom Friedman	Pedestrians	X
Davidya Kasperzyk Jennifer Macuiba, alternate	Trail Users	X
Armand MacMurray	Ballard Residents	X
Eric Nelson Sandra Nestorovic, alternate Erik Pihl, alternate	Cultural and Historic Interests	X
Mike Stewart	Ballard Businesses	X
Blake Trask	Bicycle Riders	X
Graham Pruss	Community Liaison for the Unhoused Community	X
Sue Dills	Water-dependent/Maritime Interests	
Eugene Wasserman, member through 5/2/2018	Industrial Interests	
Invited	Labor	
Invited	Rail	

Staff

Seattle Department of Transportation

- Louisa Galassini, Project Manager
- Maribel Cruz, Communications Manager
- Lorelei Williams, Interim Deputy Director, Capital Project Delivery
- Peter Trinh, Engineering Supervisor

Seattle Public Utilities

- Mike Wynne, SPU Ship Canal Water Quality project manager
- Keith Ward, SPU Ship Canal Water Quality project executive

Office of the Mayor

- Ahmed Darrat, Office of the Mayor

Office of Economic Development

- Roque Deherrera, Business Advocate

Expert Design Advisory Team

- Hermanus Steyn, Kittelson & Associates

EnviroIssues Facilitation Team

- Penny Mabie, facilitator
- Chris Themelis
- Brett Watson
- Kristine Eden

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, EnviroIssues facilitator for the Burke-Gilman Trail Missing Link Project Design Advisory Committee (DAC), welcomed Committee members, Seattle Public Utilities (SPU) staff, Seattle Department of Transportation (SDOT) staff, Ahmed Darrat, Office of the Mayor, and observers to the meeting.

Penny provided an overview of the agenda and outlined the primary purposes of the meeting – to provide DAC members with an update on project design and schedule, information about the SPU Ship Canal Water Quality Project, a preview of the Burke-Gilman Trail Missing Link construction, and to formally conclude the DAC process.

DAC members approved the February 1, 2018 DAC meeting summary – there were no modifications or edits.

Appeal Updates

Louisa Galassini, SDOT project manager, explained that an appeal had been filed contesting the Environmental Impact Statement (EIS) Appeal Hearing decision which ruled that the City's final EIS was sufficient and no additional environmental study was required. Louisa added that the City issued a Notice of Action (NOA) following the appeal, to formalize the City's decision to proceed with design and construction of the Preferred Alternative. She also shared that a shoreline permit application submitted for portions of the project that fall within the City of Seattle's shoreline district, had received a comment letter by the same parties appealing the Hearing Examiner's decision on the adequacy of the EIS.

SPU Ship Canal Water Quality Project update

Keith Ward, Ship Canal Water Quality project executive, provided DAC members with a presentation about the Ship Canal Water Quality project. He explained that the project was a collaborative effort between King County and the City of Seattle, described the problem with Seattle's combined sewage overflow (CSO) systems, and defined the project goal – control the city and county's CSOs and reduce the volume of polluted wastewater discharge into Seattle's water bodies.

Keith provided information about the project schedule and explained that project work would be constructed in at least five phases. He said the first phase, completion of the Ballard Early Works project, was anticipated by the end of 2019, and that subsequent phases were anticipated for completion in 2025.

Keith also explained that the project schedule was accelerated to capture efficiencies between City departments and construction efforts. He also highlighted that as a result of upsizing the tunnel diameter and storage volume, installing pipe along Shilshole had recently been removed from the

project scope, as it was not needed for the immediate future. This pipe had been planned to be constructed as part of the Burke-Gilman Trail Missing Link project.

Keith outlined construction impacts for the Ballard Early Works project which included utility work, the temporary closure of 24th Ave NW, and closure of the pedestrian pier through 2025. He also discussed that NW 45th St from 11th Ave NW to 9th Ave NW would be temporary closed for about a year in about 2020 during another phase of the project. He then concluded his presentation.

Schedule and Design Update

Penny thanked SPU for their presentation and Louisa shared updates regarding construction timeline and phasing, project design, the public art installation, and hosted a brief Q&A session.

She began by detailing the construction schedule, explaining it would be constructed as two segments in two phases. She said construction of the first phase (Phase 1) was anticipated to take ~11 months to complete, and the segment included work along NW 54th St, NW Market St, and 24th Ave NW. Louisa explained that the second phase (Phase 2) of construction was anticipated to last ~15 months, and the segment would include work along Shilshole Ave NW and NW 45th St. She added that contingency time had been included in the estimates for both phases, and noted that SDOT and SPU were working to determine who would construct the NW 54th St extension.

Louisa continued with design updates, noting that 95% design was shared at the last DAC meeting (2/1/2018). She explained the decision to replace yellow tactile delineator strips with stamped concrete mixing zones due to ADA standards, revisions the curb bulb at 54th/Market, revised loading around the Lock Spot Café, and revised striping near the Locks driveway to enable left turns.

The DAC raised the following questions:

- Warren asked if the entrance near the Lockspot Café was WB-67 accessible, if the Locks' parking lot was planned to be a westbound one-way, and if all other changes shown during the 95% design milestone remained unchanged.
 - Louisa said the Lock's parking lot would remain one-way, however, the southern parking aisle would become one-way eastbound (rather than westbound). She also noted that the channelization changes south of the Lockspot would not be signed for one-way traffic, but would facilitate better traffic flow, aligning it with the westbound parking aisle. She noted that the goal was for visitors of the Locks to use the signalized entrance at 32nd/54th, and for freight/fire vehicles to use the mid-block driveway (the current main entrance). She confirmed the driveway entrance to the Locks was WB-67 accessible and the 95% designs had remained unchanged, unless called out in the meeting.

Ahmed Darrat, Office of the Mayor, informed DAC members that alternate design discussions between key corridor stakeholders and the Mayor's Office were in progress. He explained that two options were under consideration including:

1. A 43ft frontage on the southside of Shilshole, with two signalized access points at NW Vernon Pl and NW Dock Pl, to reduce the number of trail/driveway crossings and to stop control the entry

and exit points for freight / trail users. He noted that the trail would be slightly narrower and more shifted north through this section.

2. A 37ft frontage on the southside of Shilshole, with two signalized access points at NW Vernon PI and NW Dock PI, to reduce the number of trail/driveway crossings and to stop control the entry and exit points for freight / trail users. He noted that the trail would be slightly narrower and more shifted north through this section.

Both options would accommodate WB67 truck movements at the Vernon and Dock signals and would include a protected left turn for westbound traffic at NW Dock PI to provide trucks with a safe turning movement.

DAC members expressed the following:

- Davidya Kasperzyk, Friends of the Burke-Gilman Trail, asked if the frontage road option could be a one-way facility in order to maintain trail width and maximize parking
 - Ahmed explained the goal of working with the adjacent property owners to understand their access needs and stated that a one-way facility had not been studied.
- Mike Stewart, Ballard Alliance, asked if this would create an additional loss of parking
 - Louisa said approximately 256 stalls would be lost in this version, compared to 236 lost with the 95% design
- Warren stated that rail unloading and offloading may affect the width of the frontage
- Davidya requested that the trail community be involved in the discussion

Louisa continued by providing an update on parking loss in the project area. She explained that 95% of parking would be retained in Phase 1 and 54% in Phase 2, which was an average of 60% maintained corridor wide. She reminded DAC members that the EIS predicted 344 stalls lost, noted current designs were well below the prediction, and explained that most of the parking loss was in the unregulated shoulder on the south side of Shilshole. She stated that the multiple rows of vehicles parked on the shoulder were accounted for in the EIS as existing parking and noted that the proposed design anticipated some parking south of the trail would occur in the final condition. She noted the City's plan to utilize signage and better direct parking in the area, and said analysis and adjustments to rates, times, and parking changes occurred annually.

Mike asked if Stimson Marina would provide parking in their private lot

- Roque DeHerrera, Office of Economic Development, confirmed that Stimson planned to provide 100 public parking spaces on nights and weekends during construction

Louisa also shared an update on public art, explaining that the Office of Arts and Culture had not received a final proposal from the artist. He proposed several options that, for feasibility reasons, were not able to progress in development.

Following Louisa's updates, Warren provided a formal statement:

Warren expressed his overall concern that the project's design did not create a safe enough environment for trail users and adjacent businesses. He said that a number of key intersections had not

been addressed, and that many crossings lacked the necessary sight distance for large vehicles to see trail users. He said the flashing LED crossing signs would not be effective enough to resolve safety issues and the design lacked strict controls for trail users at driveway/trail crossings. Warren also expressed concern that bicycles would use the roads, not the trail, in order to avoid safety measures on the trail. Warren explained that he was planning to resign from the DAC unless these concerns were addressed properly. He said that an official letter of resignation would be tendered in the coming weeks, and expressed his gratitude for the DAC process and his ability to be involved.

The DAC made the following comments:

- Armand MacMurray, Central Ballard Residents Association, asked for clarification about the “strict controls”
 - Warren said that an ideal control would be a red light saying “stop” at driveway crossings, and requires trail users to stop completely
 - Louisa referred the group to the DAC Response Matrix, which tracked the rationale for the proposed driveway conditions.
- Mike asked if SDOT could remind the DAC what the reasoning was for not including a stop light for trail users
 - Peter Trinh, SDOT Engineering Supervisor, explained that SDOT engineers have found that across the city, it is safer to stop control vehicles at driveways, rather than sidewalk or trail users. He noted that trail users who are required to stop at driveway crossings and experience limited or no crossing activity, will learn to ignore the stop completely, thus decreasing the safety of the crossing. SDOT staff believe the crossing-activated flashing beacons, along with the other inherent safety features, will be much more effective in providing safe crossings.
- Tom Friedman, Ballard Running Group, asked if SDOT planned to collect data following construction, and adjust trail or regulatory signage as needed
 - Louisa confirmed that continued monitoring and follow-up was planned
- Blake Trask, Cascade Bicycle Club, expressed his gratitude for the inclusive process and noted his appreciation for the contributions made by all members of the committee
- Graham Pruss, Department of Neighborhoods (DON) Representative for the Unhoused Community, said follow-up outreach was needed to inform members of the unhoused community and that construction may impact the livelihood of those adjacent to the project. He expressed appreciation for the thoughtful conversations by DAC members and his participation in the process.

Construction Preview

Louisa Galassini outlined SDOT’s construction process and walked DAC members through the anticipated schedule. She explained the process begins with a public advertisement and bidding process to secure a contractor. She explained that award of the contract, pre-construction due diligence, and project implementation would follow, with a goal to issue “notice to proceed” (NTP) to the contractor in 2019. She said the process would be repeated separately for Phase 2.

Maribel Cruz, SDOT Communications Manager, explained SDOT's construction outreach best practices and cited the tactical ways that SDOT would inform members of the public about construction. She said that a formal construction outreach plan, including an education campaign to inform the public about the functionality of the trail, would be developed once the project nears construction. She also highlighted the need to keep stakeholders and members of the public updated regularly.

Maribel explained that the City would monitor the project's effectiveness once complete and share their findings with the public.

DAC members made the following comments:

- Warren noted the importance to reach members of the public in the areas not immediately adjacent to the trail
 - Maribel said that a multi-angled approach would be taken to account for those in the project area not immediately adjacent to the trail, in addition to people using the corridor as a commuting route
- Roque asked if the design still included trail signs which posted trail rules and clarified interactions between users and large trucks
 - Louisa confirmed that three signs with these rules would be posted along the new corridor
- Warren asked if monitoring efforts included holding e-bikes accountable for their legal limitation of 15 mph on the trail. He asked what would happen if e-bike riders traveled on the street instead of the trail
 - Louisa said e-bikes were permitted on the street, or on the trail during the pilot period, and that would be held accountable by the Seattle Police Department (SPD)

Public Comment

Numerous members of the public attended the meeting and expressed the following:

- The city's Freight and Bicycle Master Plans are being ignored
- Families and workers located on Shilshole will lose their jobs if the project is constructed
- Many people will die because of the interaction between large trucks and bicycles
- A competent bicycle rider using the Burke-Gilman Trail was killed by a cement truck at the Kenmore Ready-Mix Plant where the trail crosses the business's entrance. The mixing zones along Shilshole will result in the same – injury and death.
- It is irresponsible to ignore the idea for bicyclists and trail users to come to a full stop at the various driveway/trail crossing points
- The new section of road on NW 54th St will become a de-facto bike path with riders taking the path of least resistance
- The project is a result of Cascade Bicycle Club (CBC) lobbying efforts
- It is irresponsible to place a bike path along Shilshole Ave NW
- A 2010 ruling established that the city would not build a trail until all appeals were complete – the city is violating this order from 2010

- Shutting down 24th Ave NW will shut down access to numerous maritime industrial businesses
- Seattle bicycle riders will not obey the laws and regulatory signage governing the trail
- It appears that the City of Seattle wants businesses in the corridor to close
- The city is ignoring safety concerns from members of the community
- The city has a DAC for design, but did not talk to the everyday citizens at public events such as festivals

Design Process Next Steps and Wrap Up

Penny explained that 100% design for Phase 1 was approaching and Phase 2 would be complete once conversations between remaining stakeholders and the Mayor's Office concluded.

Penny thanked DAC members for their thoughtful discussion, effort, and creative ideas brought to the table. She stated that the comprehensive feedback provided by DAC members held extreme value and helped expand the project scope from a trail, to an all-inclusive corridor safety project. She thanked DAC members, SPU staff, SDOT staff, and Ahmed Darrat, Office of the Mayor, for their participation in the discussion and noted SDOT's remaining action items.

She invited DAC members to stay and review roll plots, and formally ended the meeting.

Action items

- Verify WB-67 access into the Ballard Locks parking lot
- Look into the status of the "shoreline appeal" for the 54th Paving project and follow up with Warren
- Notify DAC members when 100% design is achieved
- Provide DAC members with periodic project status and construction updates
- Establish and meet with DAC members around six months into corridor/trail operation, to assess corridor/trail safety, efficiency, and effectiveness