

Burke-Gilman Trail Missing Link Design Advisory Committee

Meeting #3 Summary

Thursday, June 15, 2017 | 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	X
Sue Dills	Water-dependent/Maritime Interests	X
Tom Friedman	Pedestrians	X
Davidya Kasperzyk	Trail Users	X
Jennifer Macuiba, alternate		X
Armand MacMurray	Ballard Residents	X
Eric Nelson	Cultural and Historic Interests	
Sandra Nestorovic, alternate		X
Mike Stewart	Ballard Businesses	X
Blake Trask	Bicycle Riders	X
Eugene Wasserman	Industrial Interests	X

Observers

- Kevin Carrabine, Friends of the Burke-Gilman Trail

Staff

Seattle Department of Transportation

- Louisa Galassini, Project Manager
- Peter Trinh, Transportation Engineer
- Lorelei Williams, Capital Projects and Roadway Structures Division Manager

Office of Economic Development

- Roque Deherrera, Business Advocate

Expert Design Advisor

- Hermanus Steyn, Kittelson & Associates

EnviroIssues

- Penny Mabie, facilitator
- Brett Watson
- Chris Themelis

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 member Armand MacMurray from the Central Ballard Residents Association and noted he would be representing Ballard residents on the DAC moving forward.

Penny also introduced Hermanus Steyn, Kittelson & Associates, who will serve as the project's expert design advisor. Hermanus introduced himself as a transportation engineering specialist who works nationwide on a variety of transportation and roadway design projects. He noted that his mission was to help solve the issues behind the project and emphasized that the collection of unique backgrounds represented on the DAC would help bring good insight to the design of the Missing Link.

Penny noted that DAC membership was largely finalized, but noted that the Office of Economic Development was still working to identify a potential union representative and that the Seattle Department of Transportation (SDOT) was working with the Department of Neighborhoods (DON) to identify a community liaison. Penny recognized that the Ballard Terminal Railroad was invited to join the DAC but had declined to join.

Penny provided DAC members with an overview of the day's meeting agenda, noted discussion of key DAC items (charter and member list), a demonstration of a WB67 truck driver point-of-view (POV) video provided by Warren, and outlined the primary purpose of the meeting; to de-brief from the prior day's walking tour and begin planning for the upcoming segment workshops.

DAC members approved the meeting summary for the May 27th DAC meeting, following the incorporation of a few minor changes.

Appeal to FEIS

Penny stated that the Missing Link's final Environmental Impact Statement (EIS) was appealed, and she recognized that several DAC members' organizations were party to this appeal. She shared that she had considered if this caused a conflict of interest for those DAC members. Her interpretation was that the DAC was chartered to focus only on design of the preferred alternative, not adequacy or questioning of the preferred alternative decision. Due to this delineation, Penny stated she saw limited potential for a conflict of interest. She asked the DAC for their thoughts.

DAC members provided the following comments:

- Sue Dills, Commercial Marine Construction Co., expressed concern that the project may not be able to be constructed safely and that she was unsure if she could objectively participate in the DAC given this opinion. She also stated she did not feel able to accurately represent other

marine-oriented stakeholders who shared these concerns. Other DAC members encouraged Sue to continue her membership in the DAC and continue reviewing Missing Link design with an open mind and through the lens of safety.

- Mike Stewart, Ballard Alliance and Ballard Farmer’s Market, also highlighted the challenging nature, which was underscored by the DAC’s June 14 walking tour of the preferred alignment.
- Blake Trask, Cascade Bicycle Club, summarized his group’s past involvement in the Westlake Cycle Track project. He noted that there was give and take on both sides through Westlake’s design process, and encouraged all DAC members to continue with the Burke Gilman Trail design process and keep an open mind.
- Warren Aakervik, Ballard Oil, recognized his association with the final EIS appeal and said that he was interested in continuing to work with SDOT as part of the DAC to ensure safe design of the project.
- Eugene Wasserman, North Seattle Industrial Association, recognized his association with the final EIS appeal and expressed his interest in continuing to serve on the DAC.
- Armand, Central Ballard Residents Association, encouraged members involved in the final EIS appeal to remain, worrying that their valuable design insights could be lost if they were to leave.
- Tom Bayley, Stimson Marina, asked what would happen if a conclusion on a safe design couldn’t be made.
 - Penny directed attention to the DAC’s draft charter and clarified that the group was not a decision committee and that the DAC’s purpose was to provide advice to SDOT throughout the Missing Link design process. She encouraged members to continue providing advice in making a safe, successful project for all segments of the alignment.

Louisa Galassini, SDOT Project Manager, acknowledged the challenging nature of the project, and emphasized having more heads in the room would allow for a more effective process, and the design of a safer corridor.

Penny thanked DAC members for their discussion and urged all members to remain with the process. She noted that the DAC process would continue while the final EIS appeal was ongoing, and that the group could address updates or emerging conflicts.

DAC Walking Tour Debrief

Penny asked the DAC members to share their observations from the DAC’s June 14 walking tour. She encouraged DAC members to identify key locations, challenges, and opportunities associated with corridor design and noted these items on several flipcharts.

These comments can be observed in detail, in the Appendix, beginning on page 6.

Video Presentation of WB 67 POV and Mini Workshop

Warren shared a video showing a semi-truck driver's first-person perspective while navigating challenging areas along NW Market St and Shilshole Ave NW.

DAC members were encouraged to create notes that highlighted problem areas along the alignment, and place them on two maps of the Missing Link corridor.

Planning for Segment Workshops

Penny stated that SDOT and the facilitation team were working together to plan three segment workshops, scheduled for June 27 (Segment 1), June 29 (Segment 2), and July 11 (Segment 3) that were targeted at property and business owners adjacent to the preferred alignment. She noted these workshops would take place from 3 to 6 PM, with the Segment 1 and 2 workshops at the Ballard VFW and the Segment 3 workshop at the Seattle Maritime Academy.

Penny explained that at each workshop there would be a brief presentation of the project, an update on recent DAC activities, and several roll plots allowing for review of the alignment and the placement of notes. She mentioned that SDOT staff would be available to answer questions, and she encouraged all DAC members to join the workshop events. She noted additional details would be shared with DAC members soon.

Penny noted that property owner surveys had been completed and that a flyer/mailed notification was in the works, to inform adjacent businesses about the upcoming workshop events. She also noted that an email announcement would be sent to members who were signed up to receive notifications.

- Warren noted that including the updated turning radius calculations into the roll plots for the workshop events would be helpful.
- Davidya Kasperzyk, Friends of the Burke Gilman Trail, stated that the public right of ways or red lines, could also be sharpened on the roll plots.

Louisa Galassini stated that SDOT would consider both suggestions in preparation for the workshop events.

Review of DAC Charter

Penny asked if DAC members had any final thoughts on the updated draft DAC charter. DAC members did not identify any additional updates to the charter and approved the version as final.

Penny thanked members for their input, confirmed the charter would be adopted, and added to the SDOT website.

Public Comment

Penny announced that all future DAC meetings would include a brief public comment segment on the agenda. She also highlighted the DAC's direct email address as another opportunity for members of the public to contact DAC members with their questions and feedback.

Warren asked if making an announcement for public commentary could be made at the beginning of the DAC meetings, to alleviate the public potentially leaving early.

Conclusion and Next Steps

Penny thanked DAC members for their attendance and participation. She encouraged DAC attendance at the upcoming segment workshops and said she would send DAC members notification materials and additional details in advance.

Action items

- SDOT and the facilitation team will continue coordinating with DON to get a community liaison integrated into the DAC
- SDOT will double check when traffic counts were accomplished and their relevancy
- SDOT to survey/study the trail East of Fred Meyer, as it is a fairly analogous example of long sightlines, and could provide insight for the rest of the alignment
- Update Missing Link website with finalized DAC charter and other materials

Appendix

The comments and questions below were recorded during the June 14th DAC Walking Tour and the June 15th DAC debrief. Comments tagged by specific location were captured at Walking Tour stops through conversations with business and property owners.

Segment 1 (Ballard Locks to 24th Ave NW):

- **3015 NW 54th St (Ballard Locks)**
 - The East entrance to the Ballard Locks, in conjunction with The Lockspot Café, needs attention from the design team
 - Large vehicles (tour buses, school buses, semis) turn into the Ballard Locks in front of the Café (especially during the Summer months); concern was expressed over losing the westbound left turn pocket on NW 54th St
 - Tour buses often use the bus buffer zone on the north side of NW 54th St

- **3005 NW 54th St (The Lockspot Café)**
 - The narrow street/sidewalk in front of the Café seems unsafe
 - There are a high number of “close calls” between vehicles and bikes at this location on NW 54th St
 - Parking loss would make it challenging for customers to access the location
 - Access to the basement loading system (located on the north side of the café) is important and loading will need to be maintained

- **2839 NW Market St (Stone Gardens)**
 - There needs to be space to effectively load and unload box trucks
 - There are a good number of untrained truck drivers accessing the storage facility at the property
 - The storage facility has a one-way exit leaving the main parking lot
 - **Question:** Can NW 54th St be re-graded?

- **2700 block NW Market (Nordic Heritage Museum (NHM))**
 - The Museum owns property along NW Market St from 26th Ave NW to 28th Ave NW
 - Opening for the museum is targeted for early May 2018
 - Anticipate over 120,000 annual visitors to the museum once it is completed (up to 5,000 – 10,000 at major events); access will need to be maintained to support visitors
 - Due to the anticipated popularity of the museum, maintaining parking (80 spaces will be included on-site) and the overall museum experience is vital
 - The museum will have 35 employees
 - Early EIS designs of potential sidewalk width (8') may not support needed pedestrian activities in this area, especially considering mixing of different users
 - The intersection of 28th Ave NW and NW Market St will need to be carefully designed to ensure that cyclists and vehicles can safely interact; 28th Ave NW will serve as an access point for museum parking
 - **Questions:**

- How will the trail design effect museum Green Factor requirements?
 - How will the trail affect the space on “not-54th” South of Goodman’s and the NHM? Are there plans in place to deal with encampments and safety in the area?
- **26th Ave NW and NW Market St intersection (Ballard Transfer, Ballard Oil, Stabbert Marine, Gardner Marine Repair, Pipes Marine Repair and Snow & Company)**
 - Ensure that corridor design allows WB67 turning radius and proper north-south through access
 - Turns onto 26th Ave NW (one-way northbound) are very challenging at this location
 - Consider Ballard Transfer Railroad and City of Seattle property easements
 - Approximately five truck crossings occur per day (up to 10) at Ballard Transfer, alone
 - Crossing into other lanes and blocking the trail at this location is an issue
- **2409 NW Market St (8oz Burger)**
 - Concern about loss of patio seating
 - Note potential new development west of 8 oz. Burger and parking access for this development
- **2401 NW Market (The Market Arms)**
 - At the intersection of NW Market and 24th Ave NW:
 - There are many near-accidents where the arterial turns and many cars go straight
 - There are currently tight turns for southbound trucks and limited sight lines for truck drivers
 - Could potentially move the stop bar back on the west side of NW Market St for truck drivers turning right onto Shilshole Ave NW
 - Could potentially add a special turn lane for those vehicles traveling north on NW 24th Ave
 - Building has five retail tenants and 14 apartment units
 - Loss of nearby parking (along the side of building) would be challenging for customers and renters
 - Lunde Marine Electronics (retail tenant) uses a load-zone on 24th Ave NW
 - Loss of patio seating for Market Arms and 8 oz. Burger would be challenging; sidewalk could potentially be narrowed to preserve café space
 - **Questions:**
 - Can the north side of NW Market St be shrunk to 22’ to shift access and allow for more room?
 - What happens to traffic control box on 24th/Market?
 - Can NW 54th St be refinished?

Segment 2 (Shilshole Ave NW):

- **NW Shilshole Ave/24th Ave NW (Pacific Fisherman, Ballard Transfer, Ballard Oil, Stabbert Marine, Gardner Marine Repair, Pipes Marine Repair and Snow & Company)**
 - There are currently many near-accidents at the intersection of 24th Ave NW and NW Market St (where 24th Ave NW transitions into Shilshole Ave NW) where the arterial turns but many cars go straight
 - Many employees live outside of Seattle and work from 6 AM – 2:30 PM (the busiest time along the corridor) and would be challenged by loss of any nearby parking
 - A signal before 24th Ave NW and NW Market St intersection could help to deal with traffic at the existing stop sign; a traffic circle in this area would not be a good solution
 - 3 lots - original Missing Link design would have tri-sected their properties (alluded to the new alignment being a “less bad” design for them)

- **5301 Shilshole Ave NW (Stimson Marine & Salmon Bay Center)**
 - Need to maintain parking for employees and consider future development potential
 - Property includes 700 parking spaces (98% are filled and turned in a day’s time)
 - Tenants (over 1000 employees total for the site):
 - Trident (nation’s largest seafood vendor), 400-500 employees, large employee processing events in June and December (100 additional cars per day)
 - India Spice
 - ESA
 - EBDG
 - Stimson Marina
 - **Questions:**
 - Is it possible to extend the left turn lane (to get onto Market St)?
 - Is it possible to create signalization of some type, to ensure safe crossings and provide proper business access?

- **5228 Shilshole Ave NW (Salmon Bay Sand and Gravel)**
 - Ensure trucks are accommodated on both sides of Shilshole Ave NW (Salmon Bay Sand and Gravel have driveways and loading areas on both sides of the street)
 - Current access occurs in a circular pattern (enter in the northern driveway, exit out of the southern driveway)
 - Over 250 truck crossings occur per day at the location, with morning being the busiest time
 - Trucks back into Warehouse #7 (6 loading docks), across the street
 - Seventy-five employees
 - **Question:** Is it possible to create signalization of some type, to ensure safe crossings and provide proper business access?

- **4800 20th Ave NW (Covich-Williams Co., Inc.)**
 - Access needs to accommodate the turning radius of up to 75’ trucks
 - Truck height is up to 16’ tall
 - Mornings are the busiest times of the day (most activity and truck crossings)

- Approximately 800-1000 truck crossings per month; most trucks travel eastbound
- Twenty-five employees with four spots (on private property) for employee parking
 - **Question:** Is it possible to create signalization of some type, to ensure safe crossings and provide proper business access?
- **17th Ave NW and Shilshole Ave NW**
 - Consider adding a signal to create a safer crossing zone and provide additional access to the north side of the alignment
- **4701 Shilshole Ave NW (CSR Marine)**
 - The current design is based on wheel base 50 (WB50) modelling for 50' trucks, and inadequate; need to consider the turning radius of trucks that use the area in the design process
 - Design to accommodate 75-80 ft. trucks coming in and out of the area (eastern driveway, especially)
 - Truck height is up to 16'8" (if going east, under the Ballard Bridge)
 - Trucks will need to back out of the western driveways
 - Staging for oversized goods (up to 110') is a local consideration
 - Approximately 47 employees park here; most work from 6 AM – 3 PM
 - Railroad very rarely runs during the day
 - **Question:** Will moving the rail lines affect parking?

Segment 3 (NW 45th St):

- **NW 45th St and Ballard Bridge Overpass**
 - History of attempts to make this area safer—however, it remains a challenging location for cyclists and a hot spot for bicycle accidents due to the bike lanes crossing the trail at an unsatisfactory angle
 - The location needs a safe, long-term solution
 - **Question:** Will both rail lines remain?
- **14th Ave NW and NW 45th St Intersection**
 - Access for Seattle Maritime Academy and the Ballard Boat Launch
 - Extremely active area (especially during the summer months) and will need extra attention and consideration of boating traffic
 - A new development (Ballard Blocks 2) will be constructed here. Vehicle access points for the development are on NW 46th St
- **1125 NW 45th St**
 - Trail crossing the driveways are a concern
 - Request for curbs to be mountable so that cyclists are not forced to go up and down for each transition from trail to driveway
 - Right hand turns leaving driveways and passing trucks are potential issues
 - Important to maintain adequate sight lines for truck drivers and trail users for this segment

- Street use permitted ramp usage on the public right-of-way (at Ballard Insulation loading dock)
- **11th Ave NW / NW 45th St Intersection**
 - Existing intersection:
 - Too narrow and restrictive
 - Forces vehicles into the buffer zone (the width of the buffer may need to be changed in order to effectively accommodate vehicles)
 - Curb is too tall
 - May be appropriate to reduce vehicle speeds on NW 45th St
 - **Question:** Will this intersection remain a 4-way stop?

Overarching Concerns and Suggestions:

- Safety
- Parking is double and triple stacked throughout much of the corridor; especially in Segment 2
- This project should protect and promote the maritime industrial district. Preserving the maritime industrial district is highly important. The specific district harbors saltwater-based ships, in a freshwater environment, which is an extremely unique characteristic. Many of these businesses are interrelated and should be recognized holistically
- Cyclists can travel fast and they do not stop when they are supposed to (Covich-Williams)
- Concerns that the current corridor plans do not include the correct calculations for 75 – 80’ trucks or wheel base 67 (WB67’s) models
- Consistency of trail user experience. If the trail shifts, there must be consistency. If each segment maintains consist, it will allow for a much greater level of safety
- Consider a Railroad use notification system
- Create long site lines, that allow trail users and trucks to anticipate change and take appropriate action
- Clear definitions about who has the right of way, and when, according to state law
- Coordinate with other projects in the area, and projects currently in the works that could influence design down the road. Particularly the Ship Canal Pipe project, and the Rapid Ride Project; specific concerns about additional parking loss with future projects
- Loss of parking, and managing a parking shift is crucial
- Recent changes to parking on NW Leary Way and NW Market St have pushed employees from Ballard Ave NW to park on Shilshole Ave NW
- Truck counts should be taken at busy times; if any were recorded in October 2016 they may not be indicative of traffic levels
- Trains are slow and mostly travel at night; they are likely not a large concern for maintaining access or safety
- Trees planted along Market St NW present concerns regarding maintenance and preserving sight lines
- Concerns about how design of the trail will change parking in the area (Ballard Transfer)
- Implications of the “road diet” in segment 1, considering traffic to/from the Locks and to/from Golden Gardens during the summer

- Concern that traffic counts conducted in segment 1 were not done during a relevant time of the year
- Create a gate that can open and close to physically block users from crossing the trail at precarious intersection points
- Consider design implications for the vision impaired and the specific challenges they will face using the missing link trail