

Burke-Gilman Trail Missing Link Design Advisory Committee

Meeting #6 Summary

Thursday, September 28, 2017 | 2:00—4:00 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	
Davidya Kasperzyk Jennifer Macuiba, alternate	Trail Users	X
Armand MacMurray	Ballard Residents	X
Eric Nelson Sandra Nestorovic, alternate	Cultural and Historic Interests	
Mike Stewart	Ballard Businesses	X
Blake Trask	Bicycle Riders	X
Eugene Wasserman	Industrial Interests	X
Graham Pruss	DON Community Liaison for the Unhoused Community	

Staff

Seattle Department of Transportation

- Louisa Galassini, Project Manager
- Peter Trinh, Transportation Engineer
- Maribel Cruz, Outreach and Communications Lead
- Matt Beaulieu, Transportation Operations

Office of Economic Development

- Roque Deherrera, Business Advocate

Pertteet Design Team

- Dustin DeKoekkoek
- Marcus Elliott

Expert Design Advisor

- Hermanus Steyn, Kittelson & Associates

EnviroIssues Facilitation Team

- Penny Mabie, facilitator
- Kristine Edens
- Chris Themelis
- Brett Watson
- Allan Vann

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 DAC members and observers to the meeting. She provided members with an overview of the meeting agenda and outlined the primary purpose of the meeting – to discuss the recently completed schematic (60%) design of the corridor and gather initial DAC member impressions of design changes and updates.

Penny thanked DAC members for considering the potential addition of a new DAC seat representing labor. She noted that following further discussion with the potential labor representative, they declined the offer to serve on the DAC.

DAC members provided minor edits to the summary from the previous DAC meeting on August 17. Members agreed to finalize the summary pending the inclusion of these edits.

Missing Link Schematic Design Update

Louisa Galassini, Seattle Department of Transportation (SDOT) and Missing Link project manager, highlighted iterative Missing Link design changes between the Environmental Impact Statement (EIS), conceptual design, and schematic design. Key schematic design updates that Louisa noted, by segment, included:

- **Segment 1 (NW 54th St and NW Market St)**
 - Restriped parking at the Ballard Locks and the Lockspot Café
 - Added mixing zone treatments at the Ballard Locks
 - Added low maintenance street trees at multiple locations
 - Improved connections to the Neighborhood Greenway at 28th / Market
 - Converted 26th to one-way south of Market St
 - Reconfigured 24th / Market intersection, modified sidewalk cafes, and added mixing zone
 - Extended bicycle lanes on 24th to Market St and added crossing treatments
- **Segment 2 (Shilshole Ave NW)**
 - Added landscape terrace at 24th / Shilshole
 - Added perpendicular parking along 24th
 - Added rapid flash beacons and crosswalk at 54th / Shilshole
 - Added low maintenance street trees at multiple locations
 - Added truck aprons for WB67 truck movements at multiple locations

- Extended sidewalk and landscaping at 20th Street End
- Installed crosswalks and a half-signal at Dock / Shilshole
- Redesigned 17th / Shilshole for truck turning movements
- Added lighting, fencing, and signage at trail/railroad crossing
- **Segment 3 (NW 54th St):**
 - Connected the trail to the existing King County bike lane including new crosswalks, rapid flash beacons, and pedestrian lights
 - Restriped parking on the south side of 45th between 11th and 14th
 - Coordinated with Ballard Blocks 2 project
 - Added low maintenance street trees at multiple locations
 - Coordinated with SPU Ship Canal Water Quality Project

Louisa noted that the incorporation of street trees along the Missing Link corridor was a design suggestion made by the Seattle Design Commission. She noted that corridor landscaping would be looked at in more detail in the coming months, and that the low-maintenance landscaping would be mindful of sight lines between truck drivers and trail users.

Roll Plot Discussion

Penny moderated a segment-by-segment DAC member review of schematic design roll plots. DAC members provided the following comments:

Segment 1 (NW 54th St and NW Market St)

- Warren Aakervik, Ballard Oil, asked about the idea behind using green boxes for driveway crossing. He stated that without controls or signals it could be a free for all.
 - Matt Beaulieu, SDOT Transportation Operations, explained the green would highlight the driveway crossings, and provide adequate warning to trail users, vehicles and trucks.
- Warren stated that if trees were added to corridor design, trucks would need at least ten feet between the base of the tree and tree branches to preserve sight lines.
 - Matt noted that the design team was planning to use trees that were accommodating to sight distances for trucks.
- Eugene Wasserman, North Seattle Industrial Association, inquired about the potential addition of street lights around the Ballard Locks and NW 54th S.
 - Louisa noted this request. She said that she would check with the design team and follow up with a response.
- Warren asked if various crosswalks were necessary to incorporate into corridor design.
 - Matt explained that crosswalks and Americans with Disabilities Act (ADA) accessible infrastructure were required at intersections, per the ADA accessibility code.
- Mike Stewart, Ballard Alliance, asked how rapid flash beacon signals would work where incorporated at roadway crossings.

- Dustin explained there would be a push button signal.
- Eugene added that having a separate pedestrian and bicycle crossing light could be helpful.
- Blake Trask, Cascade Bicycle Club, asked if NW 54th St (where it travels adjacent to the Ship Canal) would be paved for its entirety.
 - Louisa stated it would not be paved for its entirety.
- Warren said that large trucks traveling north on Shilshole Ave NW could not make the eastbound turn onto NW Market St, and he highlighted that trucks would need to turn westbound and then loop. Warren noted that this was an issue, and he asked if signage could be created to show truck routes.
 - Peter Trinh, SDOT transportation engineer, answered that signs were not in the current design plans, but could be added.

Segment 2 (Shilshole Ave NW)

- Armand Minthorn, Central Ballard Residents Association, asked how steep the grade was on the trail south of the NW Market St and Shilshole Ave NW intersection.
 - The project team recorded this request and noted that they would get back to DAC members with a response.
- Eugene expressed concern that the slope of the trail south of the NW Market St and Shilshole Ave NW intersection could encourage people traveling quickly to use the road and avoid the trail and warning signs.
 - Louisa noted the warning signs and flashing LEDs were intended to warn trail users against travelling too quickly.
 - Hermanus Steyn, Kittelson & Associates, added the mixing zone should also reduce speeds.
 - Blake stated that those traveling fast would opt for the path of least resistance, which would not be the road; it would be the trail at this location.
- Armand asked whether the sidewalk near 17th Ave NW would be narrowed.
 - Dustin explained that it would not be narrowed, and parking orientation was changing to prevent cars from parking on the sidewalk.
- Mike inquired about parking loss along Segment 2.
 - Louisa explained roughly 60% of current parking remained in Segment 2. She offered to send the updated parking summary changes to Mike.
- Sue Dills, Commercial Marine Construction Co., noted the addition of many trees. She expressed her concern over them blocking sightlines.

DAC Round Robin

Penny thanked DAC members for their perspectives and asked members to provide a succinct statement highlighting their key preliminary thoughts on schematic design. DAC members provided the following comments:

- Blake explained the project was more than a trail. He said that the Missing Link should be viewed through the lens of a corridor improvement project. He explained that the Missing Link Project provided a unique opportunity to implement changes and fixes to long-standing Ballard transportation mobility issues.
- Armand stated that he had a comfortable understanding of the project, and largely attributed this to the schematic design roll-plots. He expressed his belief that the project had addressed some major safety issues in its current design.
- Tom Bayley, Stimson Marina, stated his confidence in the DAC process and explained the group was doing an excellent job listening to and addressing concerns of the affected stakeholders.
- Jennifer Macuiba, Friends of the Burke-Gilman Trail, echoed Tom Bayley. She expressed an appreciation for the DAC and noted that all members were great listeners who provided creative solutions to the numerous corridor challenges.
- Warren stated there was not enough detail in the designs to address the safety of trail users and those on the road. He noted that he would like to see clear definitions of who controlled the right of way between trucks, drivers, and trail users.
- Eugene stated his appreciation for the design work, and efforts made thus far, particularly on segments 1 and 3. He requested reassurance that NW 54th St improvements (paving) would be completed. He also noted parking loss along the corridor was a major issue, and was concerned trucks would not stop for flashing lights in the section from NW Vernon Pl and further south. He concluded with a statement of sincere appreciation for the efforts thus far.
- Sue began by thanking Louisa and Dustin for their level of involvement and expressed confidence that the proposed design would work sufficiently. She noted her happiness in the way the design team addressed her businesses-specific concerns.
- Mike stated his biggest concern was the loss of 51 parking spaces since the 30% design; however, he noted his awareness of the creative ways to regain the lost parking that SDOT was currently pursuing. He added his appreciation for SDOT's design efforts and the accommodations developed with the Nordic Heritage Museum.

Upon completion of this activity, Penny thanked all DAC members for their insight, and noted it would not be their last chance to provide input. She directed the DAC's attention toward Maribel, who provided an update on outreach activities along the corridor.

Corridor Outreach Update

Maribel Cruz, SDOT outreach and communication lead, reiterated the importance of conducting outreach for the project, and expressed desire for DAC members to attend upcoming stakeholder and public events and provide input. She noted the upcoming field test (October 2), public event (October 12), and self-guided public walking tour (October 14) were valuable events for DAC members to participate in.

Hermanus Steyn, Kittelson & Associates and expert design advisor, highlighted the value of conducting a field test. Hermanus stated the field test would occur at one driveway, it would be marked exactly to the current design specifications using cones and other temporary markers, and it would allow the design team to ground-truth and test current Missing Link design.

- Louisa added that the test would be conducted at Stimson Marina, but would be marked as a driveway designed for WB 67 trucks.
- Kristine stated that adjacent businesses along the corridor were to be notified of the field test and that DAC members would receive an email announcing the field test to pass along to their constituents, as needed.

Penny explained the goal of the workshop event following the DAC meeting. She stated it was designed to showcase major changes from conceptual to schematic design and highlight how input from previous public events had been incorporated into the current plans.

Finally, Maribel explained that a walking tour was planned for the public on October 14. She noted that the walking tour would provide a better sense of challenges along the corridor and design solutions intended to address these site-specific issues.

- Kristine added that DAC members should participate as able and encourage their constituencies to join, as well. She explained that Seattle Public Utilities would also be present on the tour.
 - Warren expressed concern that vehicular truck movements needed to be represented during the tour, and asked if there was a way to show this, since trucks would not be working on Saturday.
 - Penny stated Warren's point was well taken. She suggested highlighting the number of truck crossings by placing signs in areas with a high crossing rate, to illustrate traffic volumes, and truck crossing statistics.

Public Comment

No public comment was provided.

Wrap Up

During the meeting's end, Louisa reiterated the main concerns heard during the DAC meeting activities to ensure she had captured the primary concerns:

- Parking
- Paving on "not 54th"
- Safety
- LED signage

DAC members made the following comments:

- Eugene stated the greatest safety issue was that signs and flashing LEDs may not be sufficient. He noted it would be hard to explain placement of LED signs to his constituents, as some other problem areas received stoplights. He expressed satisfaction with SDOT's efforts; noting they had gone out of their way to redefine right-of-way (ROW) definitions in the City, for the sake of the project.
 - Louisa explained the flashing light system would solve the issue better than an actual stop
 - Matt added that research supports a much safer interaction when using an atypical traffic signal system, in challenge areas. He explained that because LED signs were not the norm, the public would be more likely to obey them.
 - Armand stated that while research and a hypothesis were present, SDOT should test the signs on an analogous portion of the trail to verify said hypothesis.

Penny thanked DAC members for their attendance and participation.

Action items

- SDOT will reach out to Warren for ideal locations of truck route signage
- SDOT will use the information gathered during the field test to inform the next round of design iterations
- SDOT and the facilitation team will continue coordinating to discuss disability issues
- SDOT will send roll plots and the meeting presentation to DAC members
- SDOT will consider the testing of LEDs sign designs along current sections of the Burke-Gilman Trail to test their effectiveness
- SDOT will consider sending the DAC an electronic version of the roll plot on a regular basis