

Burke-Gilman Trail Missing Link Design Advisory Committee

Meeting #4 Summary

Thursday, July 27, 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	
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		
Mike Stewart	Ballard Businesses	
Blake Trask	Bicycle Riders	X
Eugene Wasserman	Industrial Interests	X
Graham Pruss	DON Community Liaison for the Unhoused Community	X

Staff

Seattle Department of Transportation

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

Office of Economic Development

- Roque Deherrera, Business Advocate

Seattle Public Utilities

- Joelle Torre, Ship Canal Water Quality Project

Perteet Design Team

- Dustin DeKoekkoek, Perteet
- Marcus Elliott, Perteet

Expert Design Advisor

- Hermanus Steyn, Kittelson & Associates

EnviroIssues Facilitation Team

- Penny Mabie, facilitator
- Kristine Edens
- 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, observers and members of the Pertteet design team.

Penny also introduced new DAC member Graham Pruss, as the Department of Neighborhoods (DON) Representative for the Unhoused Community. Graham introduced himself as an advocate for the unhoused community, who was excited to begin work with the DAC. He noted his mission was to offer a unique perspective for those currently living without traditional housing, and how a project of this magnitude could potentially affect their way of life, both positively and negatively. Graham reiterated his excitement to provide his insights to SDOT and the DAC to represent non-traditional communities and input on the design.

Penny provided DAC members with an overview of the day's meeting agenda, noted discussion of key items and outlined the primary purpose of the meeting – to present SDOT's outreach activities to date and input received, and 30% design changes, incorporating feedback gathered at the recent segment workshops and public events. Penny stated that Hermanus Steyn, Kittelson & Associates, would be sharing his preliminary ideas for the 30% design milestone, following SDOT's presentation.

Before the presentation began, Penny inquired if the DAC had changes to the DAC summary 3. Warren stated that he had minor edits. The DAC agreed to finalize the summary pending the inclusion of Warren's edits.

30% Design Presentation

Penny introduced Maribel Cruz, SDOT Outreach and Communication Lead, stated the presentation would begin by informing DAC members of the outreach activities SDOT had accomplished, and move into a general overview of feedback gathered during the Segment Workshops.

Maribel gave an overview of outreach, and outlined design specific feedback gathered in the project corridor.

Penny asked the DAC if the feedback aligned with their observations. DAC members provided the following comments:

- Eugene Wasserman, North Seattle Industrial Association, stated many businesses in Segment 3 requested moving the trail to the north side of the alignment. He expressed concern that the design of the barriers could be limiting to trucks. Explaining the preference to design barriers void of vegetation, which could block sightlines.
- Warren Aakervik, Ballard Oil, recognized the DAC's role to provide design suggestions only, yet expressed the importance of noting the reception of alignment comments.
- Penny clarified SDOT's presentation catered to the design specific items recorded during the workshop events, and acknowledged receiving a great deal of feedback on alignment changes.
- Graham stated that a clear demarcation between bicycles and pedestrians on the trail needed inclusion, and explained painted lines would not provide enough clarity.

- Sue Dills, Commercial Marine Construction Co., noted that drainage was only mentioned in the first segment, and expressed a need to include this feedback corridor wide.
 - Penny and Louisa Galassini, SDOT Project Manager, agreed it was important to add to the corridor.
 - Eugene concurred, adding all crossing lanes should be 11' in width, along the corridor.

Following Maribel's overview on outreach and feedback, Louisa introduced Dustin DeKoekkoek, Perteet, and stated the remainder of the presentation would focus on SDOT's proposed designs for the 30% milestone. She stated that Dustin would lead the presentation, focusing on each segment individually. She asked members to hold relative comments and questions until the conclusion of each segment's presentation.

Dustin shared input received and design changes made to Segment 1 as a result of community and DAC input. These changes included maintaining bus layovers near the Ballard Locks, maintaining 10' wide parking lanes on the North side of NW Market St, adding a West bound left turn lane and protected signal at NW Market St and 28th Ave NW, coordinating design and construction with the Nordic Heritage Museum and using concrete instead of asphalt for the NW Market St portion of the trail.

DAC members questioned the reasoning behind the use of concrete versus asphalt, and asked for clarity. Peter Trinh, Transportation Engineer, Lorelei Williams, Capital Projects Roadway Structures Division Manager, and Louisa Galassini, explained that this portion of the trail has a unique urban character – describing the need to separate the trail and sidewalk. Peter elaborated, stating they were considering all viable options, including the usage of colorized concrete, and textures to mark the different pathways.

DAC members expressed their thoughts:

- Blake Trask, Cascade Bicycle Club, stated it was important to be thoughtful about pavement treatment along the trail. He noted maintaining trail consistency was key from a user perspective. He suggested studying an analogous example; Husky Stadium Station to 15th Ave NE.
- Warren and Eugene expressed concerns that the east bound right-hand turn at NW Market St on to 28th Ave NW required more attention. They expressed hopes for the consideration of a signal system for right-hand turns at this intersection, to ensure safety and clarity for both trail users and drivers.
 - Blake responded by providing several examples of similar intersection trail crossings mixed with right hand turns that the design team could model from. The examples were; University Way NE and NE Pacific St, 15th Ave NE and NE Pacific St.

Dustin discussed plans for the NW 54th St section of the segment. He explained there would be no left turn pocket into the Locks, however, left turns would still be permitted. He expanded that the intent was to direct cars to the signal further west at 32nd Ave NW, providing access to the Locks parking lot. He explained the Locks' parking lot was being re-configured, allowing for two-way travel and improving efficiency. Dustin noted that the design would allow large trucks (WB67) to move through the lots effectively.

- Blake asked if the trail was going to be moved north from its current location, and if large trucks would be able to go behind Taco Time (to 32nd Ave NW, NW 54th Street and back to NW Market Street) to turn around as King County Metro busses currently do."

- Louisa responded yes, and explained that busses and large trucks would retain their ability to turn around.

Dustin continued the presentation, discussing the proposed designs for NW Market St up to its intersection with 24th Ave NW. He described a mountable apron on the southwest side of Market, that would serve two purposes: to accommodate North bound trucks turning west onto Market from 24th, and prevent east bound travelers on Market from making speedy right-hand turns, south onto 24th. He presented the proposed cross section of Market St, noted there would be 11' wide travel lanes along the Market St corridor, and described other design ideas (mountable curbs and paving alternatives).

DAC members provided the following comments, SDOT and the design team responded:

- Eugene asked if people would be required to slow down or dismount their bicycles at the intersection of NW Market St and 24th Ave NW.
 - Dustin explained that it would be decided during the 60% phase of design.
- Warren asked if the design team knew how the Market Arms outdoor seating area would be impacted. He pointed out that the mountable apron on the southwest side of Market would also serve the purpose of allowing eastbound vehicles on Marketing taking a right turn, to go south on Shilshole.
 - Louisa explained that the Market Arms fence would be moved back 1' and 3' at 8oz Burger. She noted an ongoing discussion with the City's permitting staff SDCI to determine if the trail could count toward the sidewalk minimum to reduce these impacts to the local businesses.
 - Mike Stewart, Ballard Alliance and Ballard Farmer's Market, stated that a sketch of the design could provide insight.
- Warren expressed concern for addressing safety, protecting the public, and inquired about the proposed detail at the intersection of NW Market St and 26th Ave NW. He noted for the trail to work, this intersection needed a signal for bicycles and pedestrians and was not a full signal.
 - Dustin explained there would not be a signal installed at this location.
 - Lorelei followed up, stating that right hand turns for large trucks occur throughout the City. She asked Warren to clarify if it was a preference or a design flaw, and asked if a signal would help.
 - Warren, stated a signal would help
- Eugene stated he joined the DAC to address the special needs and concerns of various stakeholders along the corridor. He felt the DAC and SDOT were failing to meet those needs to date. He stated that businesses in the corridor expected the installation of a light at 26th Ave NW and encouraged further discussion about signage and signalization with the community and SDOT.
- Davidya Kasperzyk, Trail Users, noted the concerns about ingress/egress, and asked that the DAC provide consolidation of these areas.

Louisa, discussed road re-channelization on Market St and elaborated on traffic count data, explaining that members of the public and stakeholders considered it to be outdated. She explained the City had recently concluded new traffic counts from late June through mid-July 2017, capturing peak summer traffic events, including the 4th of July weekend. She noted the findings confirmed average daily traffic counts were well below SDOT thresholds for re-channelization, and the re-channelization would not impact traffic and will improve safety.

Louisa proceeded, explaining the design team's close involvement with the Nordic Heritage Museum and shifting the bus stop, currently in front of the Museum. She explained the current in-lane bus stop, would be shifted to the southwest corner of Market St to prevent people from passing the bus and further congesting traffic and making unsafe vehicular movements.

Dustin continued the presentation, discussing input and changes to Segment 2. These changes included maximizing parking along Shilshole Ave NW, adding a signal and west leg to the intersection of Shilshole and NW Vernon Pl and improving safety at Shilshole driveways.

DAC members provided the following comments, SDOT responded:

- Warren inquired whether parking along Shilshole was back-in angled or straight, if there was signal phase for a left turn into Stimson Marina, who has the right of way when a flashing LED signal is placed at driveway crossings, and if there were plans to improve the drainage along the corridor.
 - Louisa answered parking would be striped to maximize parking and most would be back-in angled parking.
 - Dustin explained traffic modeling in the area was ongoing, and made note of Warren's concern for a signal at Stimson Marina.
 - Peter explained right of way regulations, stating that in the absence of traffic control devices or signage, vehicles must yield to pedestrians and bicycles.
 - Dustin explained the drainage system is a design fix that is being applied to all segments of the corridor.
- Warren inquired about design plans for the intersection of 17th Ave NW and Shilshole Ave NW – explaining that many trucks turn at the NE corner of 17th Ave NW, to access the Ballard Bridge. He noted that the cross walk would need to be moved ~10-12 feet to accommodate trucks turning safely.
 - Louisa noted that the design team would look into the turning radius of this intersection and make needed design adjustments to accommodate truck movements.

Dustin continued the presentation, discussing how design changes would impact the cross section of Shilshole Ave NW. He also displayed a graphic showing the buffer system and raised trail.

- Mike asked if the area marked as unregulated parking would be paved, and if drivers would have to drive over the trail to access the parking spaces. He also stated that the RV's parking in the corridor illegally, needed to be dealt with; as they create dangerous situations.
 - Louisa stated it would be left as-is, unpaved.
 - Dustin explained there would be breaks along the trail, providing access to the unregulated parking spaces.
- Eugene expressed concern that buffer zones contained plants or bollards, as landscaping or structures could inhibit sight lines, cause maintenance issues, and trucks could potentially damage them.
- Graham agreed with Mike that the homeless population and those living in RV's needed clear direction on where to go. He stated that installing lighting or a designated restroom area for this population would be accommodating.
 - Lorelei explained the issue of homelessness was being considered across the City, and improvements, such as the ones Graham described, was likely outside of the project's scope. She added lighting was being considered for the trail.

Louisa continued the presentation, illustrating the proposed design changes to the Shilshole Ave NW, 24th Ave NW, and NW 54th St “triangle” intersection. She elaborated the 24th Ave NW north bound intersection with Shilshole Ave NW would be blocked off. She highlighted that the design would retain parking next to Market Arms and prevent the dangerous interaction of driver’s veering south from Shilshole, down 24th, and potentially hitting bicyclists/pedestrians. She explained that the stretch of NW 54th St extending from 24th Ave NW to Shilshole Ave NW, would be paved, allowing for large trucks to enter and exit with ease. Dustin expanded, explaining that the 54th St extension would be 42’ in width, designed for WB67 turns.

DAC members commented about the NW 54th St extension:

- Eugene expressed concern that if NW 54th St became paved, people would cut away from the trail onto this new street, and ride down NW 54th St.
- Warren shared Eugene’s concern.
- Blake disagreed, stating that paving the road would not change people’s behavior and instead act as a benefit to the industrial, maritime and freight community along NW 54th St.
- Roque reiterated Blake’s comment, adding that people would follow a clearly marked trail.

Penny redirected the discussion, announced the DAC was running behind. She highlighted the meeting would last until 4:30pm, there was still a presentation on Segment 3, the full corridor, and design ideas from Hermanus.

Dustin began the presentation on Segment 3, discussing input and changes. Changes included; increasing lane width on NW 45th St to design for WB67 turns, retaining loading access for multiple properties on the South side of NW 45th St, and maintaining the 4-way stop at NW 45th St and 11th Ave NW. He then described the plan shift the roadway north at this location, reintroduce two-way traffic, and establish the eastbound travel lane over the current rail line. He also highlighted installation of a narrow buffer to maintain distance between the rail and curb.

- Sue Dills raised concerns that parallel parking, loading zones and driveways at Northern Lights would be inaccessible.
 - Louisa, asked Sue if they could further discuss offline.

Louisa began the presentation on full corridor input and changes, explaining many design ideas were not incorporated yet, and the design team is actively working with business owners to identify specific concerns. In-progress changes included:

- Segment 1 – working to minimize impacts to Market Arms and 8oz Burger outdoor seating, considering an all-way walk phase at NW Market St and 24th Ave NW, reducing the East bound right turn lane queue length at Market and 24th, revising loading and parking at the Lockspot Café.
- Segment 2 – evaluating the locations of flashing LED signs, WB67 movements, potential re-routes, continued outreach and other NW 54th St extension design ideas.
- Segment 3 – frontage improvements at the Seattle Maritime Academy.

DAC members provided the following comments:

- Warren asked the design team to include specific plans for the intersection of NW Market St and 26th Ave NW. He stated if there was going to be a signal at 17th Ave NW and NW Dock Pl, to consider a signal at 17th Ave NW and Leary, to better connect the greenway.

- Eugene asked about the total number of lost parking spots, and if there was a spreadsheet to show the amount lost or gained, compared to the FEIS estimates.
- Blake agreed a summary of parking impacts and re-gained parking as the design progressed would be useful.

Hermanus began his portion of the presentation, providing an overview of other geographic locations (Oregon, Vancouver, etc.) that had successful mixed use (trails, cars, and industrial) zones. He reminded the DAC these were only examples to illustrate the project’s achievability, and the principles from these analogous projects could be applied. These principles included; special warnings for bicycles that pass vehicles in the right-hand lane, creating “sight triangles,” utilizing activated truck and bicycle warning signs. He finished his presentation and stated that these were ideas being examined by the design team and could be applied to the Burke-Gilman Trail.

Public Comment

Penny announced that one member of the public was in the audience, and asked if he wanted to share his concerns. The member of the public declined.

Review of DAC Workplan

Penny proposed several changes to the DAC’s schedule for the months to come to ensure DAC discussions aligned more appropriately with the design schedule moving forward. Along with shifting DAC meeting dates, she noted that second Public Event would complement a self-guided public walking tour, given the success of the first public event format and the need to meet the public’s expectation for a similar format when SDOT has design updates to share.

- Eugene expressed concern over 3 proposed meetings, taking place over the course of two weeks, in January.
- Penny and Louisa offered to combine meetings or push the final DAC meeting to a later date.
- Eugene agreed, stating that moving the final DAC meeting into February was best.

Conclusion and Next Steps

Penny thanked DAC members for their attendance and participation throughout the process, and expressed gratitude for their help thus far. She noted that materials would be sent to members who had requested them.

Action items

- SDOT will continue to work with Hermanus to further integrate creative design solutions into the next iteration of design
- SDOT and the facilitation team will continue coordinating to discuss disability issues
- SDOT will discuss the 1% for the Arts budget for the project
- SDOT will survey/study the trail from Husky Stadium Station to 15th Ave NW, as it is an analogous example of creative concrete/ asphalt designs, and could provide insight for the rest of the alignment
- SDOT will send parking impacts spreadsheets and the DAC 4 PPT presentation to DAC members
- SDOT will continue individual stakeholder meetings, parking meetings and discussion on the intersection of NW Market St and 26th Ave NW
- SDOT will consider an approach to meet with local property owners and businesses related to proposed signage, including LED signs in front of their businesses

→ SDOT will continue to design key areas such as the “54th Extension” and examine the intersection of 17th Ave NW and Shilshole Ave NW