

Burke-Gilman Trail Missing Link Design Advisory Committee

Meeting #9 Summary

Thursday, February 1, 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	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	X
Sandra Nestorovic, alternate		X
Mike Stewart	Ballard Businesses	X
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
- Maribel Cruz, Outreach and Communications Lead
- Lorelei Williams, Capital Projects and Roadway Structures Division Director
- Peter Trinh, Transportation Engineer

Office of Economic Development

- Roque Deherrera, Business Advocate

Expert Design Advisory Team

- Hermanus Steyn, Kittelson & Associates

Burke-Gilman Trail Public Artist

- Addison Karl, Artist

EnviroIssues Facilitation Team

- Penny Mabie, facilitator
- 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, EnviroIssues facilitator for the Burke-Gilman Trail Missing Link Project Design Advisory Committee (DAC), welcomed Committee members, Seattle Department of Transportation (SDOT) staff, and public artist Addison Karl to the meeting. She provided an overview of the agenda and outlined the primary purposes of the meeting – to learn about the project design schedule, present the DAC with an updated budget and Post-90% Missing Link design updates, discuss public art on the Missing Link, and share upcoming steps in the design process.

DAC members approved the December 15 DAC meeting summary pending the inclusion of minor edits.

Design Schedule Updates & EIS Appeal Overview

Louisa Galassini, SDOT project manager, provided DAC members with an overview of the January 2018 City Council briefing, noting the briefing was similar to a previous DAC meeting presentation and intended as an update in anticipation of the hearing examiner's decision on the November/December 2017 Environmental Impact Statement (EIS) appeal hearing.

She continued by providing DAC members with an update to the EIS Appeal Hearing decision, stating the hearing examiner found that the City's final EIS was sufficient and that no additional environmental study was required. She explained the implications of the ruling meant the City could continue to finalize the Missing Link design, and she noted that there is a three-week period to submit an appeal to the decision. Louisa also shared that the Mayor's Office was engaging in conversations with key stakeholders in the coming weeks, and some DAC members may be contacted and asked to provide perspectives.

DAC members provided the following comments regarding the City Council briefing and the hearing examiners decision:

- Warren Aakervik, Ballard Oil, asked how far out the City Council briefing had been scheduled and asked if the City could provide the DAC with updates on public briefings ahead of time.
 - Lorelei Williams, Capital Projects Roadway Structures Division Manager, explained the City Council briefing was initially scheduled in December 2017, and that it had been pushed back several times. She explained the intent of the briefing was to provide an update on design and acknowledged Warren's request to send updates in the future.
- Eugene Wasserman, North Seattle Industrial Association, anticipated that the appellant group would file intent to appeal to the EIS hearing decision.

Louisa continued the design schedule update by sharing that, due to the status and schedule of the appeal, the number of comments received following review of the 90% Design, and new projects now associated with design of the Missing Link, the project team decided to extend the design process by several months.

Louisa expanded on the primary new project associated with the Missing Link: paving for a RapidRide project that would include new concrete panels for 3 blocks of Market Street adjacent to the new trail. She said that due to project overlap with the Missing Link, it would save the City time and money, and reduce cumulative impacts to the community if the projects were planned and constructed in conjunction with one another.

DAC members provided the following comments:

- Warren asked what the scope of work for the paving would include, and if only the street would be paved.
 - Louisa said the work would include repaving the street from curb-to-curb.
- Eugene asked about the paving work being done between 24th and 26th behind the Nordic Heritage Museum (NHM), along “Not-54th”, and its relation to the Missing Link’s budget and construction schedule. He noted it was hard to provide information to his constituents without clear documentation and asked the City to create a document detailing the work.
 - Armand MacMurray, Central Ballard Residents Association, asked if the paving behind NHM was linked to the Missing Link project.
 - Lorelei explained the paving behind the NHM was related to the construction of the NHM and was a separate project.
 - Louisa added that the improvements behind the NHM would be built before the Missing Link and that she would create a document describing the project.
 - Armand said that he would like the document to include a description of the project, scope, funding source and budget, construction schedule and its relation to the Missing Link.
- Mike Stewart, Ballard Alliance, inquired about Seattle Public Utilities’ (SPU) preliminary pipe work near NW 54th St. He noted the importance of keeping adjacent stakeholders informed and coordinating construction efforts at this location.
 - Eugene clarified that a pipe was being dug near the Yankee Diner.
 - Louisa explained that coordination with SPU occurred on a weekly basis, and she would follow up with them, regarding construction schedule coordination. She added that the final design would be aligned with the various projects occurring at the same time, and the City planned to have the SPU Shilshole Pipe, Market Street Paving, and Missing Link Projects constructed by one contractor.

- Lorelei added that by constructing all projects under one bid, the contractor could strategically sequence construction to minimize impacts.

Louisa continued by outlining the following updates to the project design and construction schedule:

- The design phase was extended to the end of April 2018
- Drafting construction documents and securing a contractor will occur from early May through September 2018
- Construction is anticipated to begin in October 2018 and will be approximately 16 months in duration

Penny provided an overview of the upcoming DAC work plan. DAC members agreed that one additional meeting in late April or early May 2018 would be useful to finalize and close out the DAC process. Penny noted that at the final meeting, DAC members could expect more information regarding the project schedule as well as final design and preliminary construction planning. She noted the DAC work plan would also be updated and added to the project website.

Louisa outlined and presented a project budget update. She said that the project is anticipated to cost more than originally anticipated due to the number of corridor treatments added to make multimodal improvements. She explained the original project budget of \$12.5 million for the trail had remained the same, but the overall budget for the project had increased to \$23.5 million due to the inclusion of corridor improvements and the coordinated construction projects.

Louisa then presented the budget breakdown and funding sources to the DAC (Design/Construction Funding by Capital Improvement Project breakdown below):

- Burke-Gilman Trail Missing Link – \$12.5 million
- Arterial Asphalt and Concrete – \$5 million
- Savings/Transfers – \$4.6 million
- PMP/New Sidewalks – \$1 million
- BMP/Bike Master Plan – \$0.2 million
- Vision Zero – \$0.2 million

DAC members provided the following comments regarding the budget update:

- Penny asked if the City was pooling resources to build the project.
 - Lorelei said yes and highlighted that constructing each project would add value to each program.
- Blake Trask, Cascade Bicycle Club, asked if SDOT's Arterial, Asphalt and Concrete (AAC) paving funds were supplementing the RapidRide Project.
 - Louisa confirmed that the RapidRide project was funded by multiple sources, including AAC funds. Those funds would be applied to the Market St paving scope.

Post-90% Design Updates

Louisa shared Post-90% Design Updates, discussing the addition of the Market St AAC Paving Project to package with the Missing Link, the material selected for the Market Street portion of the trail, and the redesign of the Shilshole Ave NW/17th Ave NW intersection to accommodate all large truck (WB-67) movements. She noted the redesign had been completed in a collaboration with Warren.

Louisa expanded on the material selected for use on the Market Street portion of the project, noting that they had been deliberated heavily. She stated the material's longevity, rideability, and comfort for trail users, were the driving factors in the deliberation. She explained the decision had been made to use asphalt instead of concrete for two blocks on Market Street.

DAC members provided the following comments regarding trail signs:

- Warren asked if the portions of trail crossing alleys would be concrete or asphalt.
 - Peter said that anytime the trail crosses a driveway it would be concrete.

Louisa also provided an update on the new trail signage. She explained the signs would be placed at either end of the industrial corridor and the language on the signs had changed from "Trucks Next Mile" to "Trucks Crossing Trail". She also stated that an additional sign at Dock and Shilshole was under consideration, based on previous input from the DAC. She stated her willingness to continue to integrate the group's suggestions to trail signs, before finalizing design.

DAC members made the following comments regarding trail signs:

- Armand asked where the Dock and Shilshole sign would be placed and added that people traveling from the Ballard Bridge or various side streets to access the trail, may not see the signs.
 - Peter Trinh, SDOT Transportation Engineer, explained it would be placed across the street from the trail, to notify people before they enter it.
 - Warren asked if this location was a connection to the neighborhood greenway.
 - Roque DeHerrera, Office of Economic Development, stated the purpose was to capture trail users entering from the surrounding neighborhood. He noted the importance of keeping signage to a minimum in an effort to avoid over-signing the corridor.
 - Louisa noted there would also be 10 flashing LED signs to notify corridor users and the idea for the additional sign was to alert travelers entering the trail from the 17th/Dock Greenway.

Public Art on the Missing Link

Addison Karl, artist for the Missing Link, distributed portfolios of his work and provided an overview of his artistic pilgrimage, background in printmaking, color theory, contemporary art, influences gained while traveling, and experience in creating commissioned public art. He explained the unique challenges

facing public art such as location, vandalism and its often-short-lived lifespan. He expressed excitement over the potential longevity of the Missing Link Project's art installation.

Addison presented his approach to develop public art pieces through research and collaborative efforts, and voiced his excitement to work with the DAC.

Louisa added that out of 40 artists who applied for the public artist position, Addison was unanimously selected after his interview. She highlighted the meeting was a great first opportunity to ask questions and/or provide ideas.

DAC members made the following comments:

- Tom Friedman, Ballard Running Group, asked if the plan was to create murals, standing signs or another horizontal display.
 - Addison explained there were no City owned walls along the corridor, and there would most likely be a few site locations for such an application. He explained that the process was in its infancy and he was beginning with the DAC on a clean slate.
- Sue Dills, Commercial Marine Construction Co., voiced her observation that most of Addison's work was on vertical walls, and asked how he planned to incorporate art along the trail. She suggested the Westlake Cycle Track as an analogous example and noted it contained embossed concrete with Native American language.
- Roque asked if providing a list of interested parties was beneficial. He also asked if the art was funded through SDOT or Arts and Culture.
 - Addison said yes and noted his email in the portfolio.
 - Lorelei explained the art was part of the 1% For the Arts Fund, that is implemented by the Office of Arts and Culture.
- Eric Nelson, Nordic Heritage Museum, asked about the timeline for developing public art and if the preference was to speak with individuals separately or to present findings and ideas to the DAC as a whole. He also asked about the total budget for art.
 - Addison responded that it was important to hear from all individuals before making any final decisions. He stated it would take roughly 4-6 weeks to work with individuals and develop concepts, and at the end of this time frame ideas could be proposed for the group to review and provide comment. He noted that by late March to early April there should be several ideas for the DAC to consider.
 - Louisa added that the public arts budget was based off the original project budget of \$12.5 million, with roughly 30% going to the Office of Arts and Culture for administration and the remaining 70% to design and fabrication.
 - Addison added that the total budget was \$160K (\$24K for design and \$136K for fabrication).

- Eugene asked if there were rules prohibiting public art from being completed on private property, due to a potential conflict of interest, since the art was publicly funded. He also asked if there were any other notable examples or ideas from other bike trails nationally. He stated it could provide a great starting place for ideas.
 - Addison said that if a property donates a wall it could be used and offered to find out more.
 - Louisa stated that she was unaware of public arts projects along other bike trails and offered to follow up with Marsha (Office of Arts and Culture) for examples.

Addison thanked the DAC for allowing him to participate, provided his contact information for follow up, and offered to set up meetings to begin discussing potential art ideas. He noted he was going to stay after the meeting to field any additional questions and concluded his presentation.

Public Comment

No public comment was provided.

Design Process Next Steps and Wrap Up

Penny discussed next steps and thanked DAC members, SDOT staff and Addison Karl, for their participation in the discussion and noted SDOT's action items. She invited DAC members to stay and discuss design updates, through the review of the new roll plots, and formally ended the meeting.

Action items

- Follow up with DAC regarding scheduling of the next DAC meeting
- Create and send an additional document detailing the work behind Nordic Heritage Museum occurring between 24th and 26th along "Not 54th"
- Create and send an additional document detailing the Market Street AAC paving project
- Follow up with SPU, SDOT and other stakeholders regarding construction sequencing and coordination efforts with building the Missing Link
- Research other public art installations along bike trails and provide to DAC members
- Notify DAC members when scheduling and attending other briefings (City Council, etc.)
- Update work plan and add to the website
- Send meeting presentation and roll plots to DAC members