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BEFORE THE HEARING EXAMINER
CITY OF SEATTLE

In the Matter of the Appeal of
THE BALLARD COALITION

Hearing Examiner File
No. W-17-004

Of the adequacy of the Final Environmental
Impact Statement, prepared by the Seattle
Department of Transportation for the Burke-
Gilman Trail Missing Link Project.

DECLARATION OF VICTOR H.
BISHOP, P.E.

I, Victor H. Bishop, P.E., hereby declare and affirm that:

1. I am a licensed Civil Engineer specializing in traffic engineering and transportation
planning with over 50 years of experience. I am also the Temporary Chair of the Transportation
Commission for the City of Bellevue and the Chairman of the Board of the Eastside
Transportation Association.

2. The opinions I express below are based upon my personal knowledge, education and
training, my experience, and my review of the draft Environmental Impact Statement, prepared
by the Seattle Department of Transportation (SDOT) for the Burke-Gilman Trail Missing Link
Project (DEIS) and the final Environmental Impact Statement, prepared by SDOT for the Burke-
Gilman Trail Missing Link Project (FEIS) (together the "EIS").

1 3. SDOT's Preferred Alternative includes a new segment of the proposed trail between
2 the DEIS Leary and Shilshole North Alternatives at the intersection of NW Market St. and 24th
3 Avenue NW/Shilshole Avenue NW south along the west side of Shilshole Avenue NW for
4 approximately 100 feet to a new intersection of Shilshole Avenue NW at 24th Avenue NW where
5 the trail crosses 24th Ave. NW in a new crosswalk and continues along the southwest side of
6 Shilshole Ave. SW for approximately 300 feet where it connects with the DEIS Shilshole South
7 Alternative, a total distance of approximately 460 feet (the "New Segment").

8 4. In my professional opinion, the New Segment creates hazards that were not disclosed
9 in the DEIS or adequately evaluated in the FEIS. For example, the proposed design of the New
10 Segment results in lane-offsets at the corner of NW Market and 24th Avenue NW that are greater
11 than allowed by applicable design standards, and there is no discussion of the hazards that would
12 be created by these lane offsets.

13 5. I have participated as a consultant in the preparation or peer review of many EISs,
14 and my understanding is that the reasonable alternatives that are supposed to be studied in an EIS
15 are the alternatives that would achieve or approximate a proposal's objectives at a lower
16 environmental cost.

17 6. From my perspective as a traffic engineer, SDOT has chosen as its preferred
18 alternative the alternative that will create the most traffic hazards, and SDOT has failed to
19 analyze alternatives that appear to create substantially fewer traffic hazards.

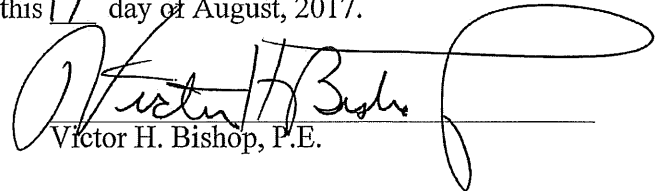
20 7. Multiple studies demonstrate that a two-way trail of the type proposed by SDOT is
21 the most dangerous type of bicycle facility, and that one-way cycle tracks, one on each side of a
22 street, are the safest. The Shilshole segment is a dangerous place to build any type of bicycle
23 facility, but SDOT's preferred alternative places the most dangerous type of bicycle facility in
24 this inherently dangerous location, without reasonably informing readers of the EIS of the traffic
25 hazards that will be created, or of the most reasonable ways of avoiding these traffic hazards.

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8. In my professional opinion, SDOT's analysis of alternatives in its EIS is unreasonable because the two existing ends of the Burke-Gilman trail can be connected in a manner that will create significantly fewer traffic hazards for bicyclists and pedestrians than the preferred alternative, but such less hazardous alternatives are not adequately analyzed in the EIS.

I declare under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct.

EXECUTED at Seattle, Washington this 17th day of August, 2017.



Victor H. Bishop, P.E.