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7 **BEFORE THE HEARING EXAMINER**
8 **CITY OF SEATTLE**

9 In the Matter of the Appeal of:

Hearing Examiner File

10 **THE BALLARD COALITION**

W-17-004

11 of the adequacy of the Final Environmental
12 Impact Statement, prepared by the Seattle
13 Department of Transportation for the Burke
14 Gilman Trail Missing Link Project

**THE BALLARD COALITION'S SECOND
PRELIMINARY DISCLOSURE OF
WITNESSES**

15 The Ballard Coalition submits the following preliminary witness and exhibit list:

16 **I. EXPERT WITNESSES**

17 1. Victor H. Bishop, P.E., Traffic Engineer, VHB Consulting, PLLC. Mr. Bishop
18 will testify regarding the adequacy of the Final EIS for the proposed extension of the Burke-
19 Gilman Trail (the Missing Link) through the Ballard maritime and industrial area on the
20 following topics and subjects, including, without limit: alternatives considered and not
21 considered in the DEIS and FEIS, autoTURN, bicycle facilities, business impacts, cumulative
22 impacts, cycle tracks, Federal, State and local design standards and regulations, level/percent
23 design used in the EIS and generally in SEPA, parking loss and impacts, the Preferred
24 Alternative, driveways, protected bicycle facilities, right of way standards, safety, sight distance
25

1 issues, traffic hazards, trail costs, trucks, and trail development. A copy of Mr. Bishop’s resume
2 was previously provided and admitted into the Record as Hearing Examiner Exhibit 11 and an
3 updated copy was previously provided.

4 2. Claudia S. Hirschey, P.E., Senior Transportation Engineer. Ms. Hirschey will
5 testify regarding the adequacy of the Final EIS for the proposed extension of the Burke-Gilman
6 Trail (the Missing Link) through the Ballard maritime and industrial area on the following topics
7 and subjects, including, without limit: alternatives considered and not considered in the DEIS
8 and FEIS, autoTURN, bicycle facilities, business impacts, conflicts, conceptual design and its
9 relationship to SEPA, cumulative impacts, cycle tracks, Federal, State and local design standards
10 and regulations, project design level/percent design used in the EIS and generally in SEPA,
11 parking loss and impacts, the Preferred Alternative, driveways, driveway counts, driveway
12 usage, protected bicycle facilities, right of way standards, safety, safety analysis, sight distance
13 issues, traffic hazards, traffic hazard analysis, trail costs, trucks, and trail development. A copy
14 of Ms. Hirschey’s resume was previously provided.

15 3. Barry S. Knight, P.E. Mr. Knight may testify regarding his work and opinion
16 related to the design and constructability of an elevated structure to be used as a multi-use path
17 for the Missing Link within a portion of the “study area” as that term is defined in the FEIS, and
18 the approximate cost to do so.¹ A copy of Mr. Knight’s resume was previously provided.

19 4. Scott O. Kuznicki, PE, Director of Safety and Mobility Solutions, transpogroup.
20 Mr. Kuznicki will testify regarding his work and opinion related to performing autoTURN
21 analysis for driveways along the Missing Link, parking, safety, trail design, and video and
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25 ¹ Mr. Knight is hereby also designated as a fact Witness and will not be listed below to avoid repetition.

1 animation exhibits all related the DEIS and the FEIS.² A copy of Mr. Kuznicki's resume was
2 previously provided.

3 5. Spencer Cohen, Ph.D., Community Attributes Inc. Mr. Chohen will testify
4 regarding land use; the Land Use sections of the DEIS and FEIS; land use compatibility; land use
5 impacts from the Missing Link; and the Economic Discipline Report in the DEIS, FEIS, and
6 drafts of that report. A copy of Mr. Cohen's resume is attached.
7

8 II. WITNESSES

9 1. Paul Nerdrum, Salmon Bay Sand & Gravel, Co. Mr. Nerdrum may testify
10 regarding impacts to his businesses and properties arising from the project, including, without
11 limit: traffic-hazards, traffic delays, safety impacts, safety concerns, traffic hazard concerns,
12 access impacts, economic impacts to his business and properties, impacts to the use and
13 maintenance of his properties, compatibility of the project with land uses that are unique to his
14 properties, cumulative impacts, parking, the segment of the Burke-Gilman Trail located adjacent
15 to and in front of his businesses and properties and to Ballard in general.
16

17 2. Warren Aakervik, Ballard Oil Company. Mr. Aakervik may testify regarding
18 impacts to his businesses and properties arising from project, including, without limit: traffic-
19 hazard impacts, traffic delays, safety impacts, safety concerns, traffic hazard concerns, access
20 impacts, parking impacts, impacts to the use and maintenance of his properties; economic
21 impacts to his business and surrounding land uses; compatibility with land uses that are unique to
22 the segment of the Burke-Gilman Trail located adjacent to and in front of his businesses and
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25 ² Mr. Kuznicki is hereby also designated as a fact Witness and will not be listed below to avoid repetition.

1 properties and to Ballard in general; freight mobility in Seattle; the maritime industrial economic
2 sector in Seattle; and how roadway design impacts his business and freight mobility in general.

3 3. Scott Anderson or Nigel Barron, CSR Marine. Mr. Anderson or Mr. Barron may
4 testify regarding impacts to CSR and its property arising from the project, including, without
5 limit: traffic-hazards, traffic delays, safety impacts, traffic hazard impacts, safety concerns,
6 access impacts, impacts to the use and maintenance of CSR's property, business and economic
7 impacts to CSR, and compatibility of the Missing Link with land uses that are unique to the
8 segment of the Burke-Gilman Trail located adjacent to and in front of CSR and to Ballard in
9 general.
10

11 4. Mike Walker, Teamsters Union Local No. 174, Business Agent. Mr. Walker may
12 testify regarding project-induced impacts including, without limit: impacts to Teamster Local
13 174 union members, Teamsters drivers, and union employment arising from traffic-hazards,
14 safety impacts, lost parking and parking changes, construction, safety concerns, traffic hazard
15 concerns, access, use and maintenance of properties where union members are employed, and
16 compatibility with land uses that are unique to the segment of the Burke-Gilman Trail located
17 along the route of drivers and other members of his union.
18

19 5. Nicole Grant or Katie Garrow, the Martin Luther King, Jr. County Labor Council
20 of Washington, AFL-CIO. Ms. Grant or Ms. Garrow may testify regarding project-induced
21 impacts to member unions and member union's members, including, without limit: economic
22 and business related impacts, employment impacts, business operation impacts, land use impacts,
23 safety concerns, traffic hazard concerns, the Preferred Alternative, other alternatives, trail usage,
24 lost parking and parking changes, construction related impacts, access concerns, use and
25

1 maintenance of properties on which businesses employing union members are located,
2 cumulative impacts, and compatibility with land uses that are unique to this area of Ballard and
3 to Seattle in general.

4 6. James Forgette, Manager, Ballard Terminal Railroad Co. Mr. Forgette may testify
5 regarding impacts to BTRR, its operation and its rail line arising from the project, including,
6 without limit: traffic-hazards, traffic delays, safety impacts, traffic hazard impacts, safety
7 concerns, access impacts, impacts to the use and maintenance of BTRR's rail line and easement,
8 business and economic impacts to BTRR, and compatibility of the Missing Link with land uses
9 that are unique to the segment of the Burke-Gilman Trail located adjacent to BTRR and its
10 railroad tracks and right-of-way and to Ballard in general.

11 7. Peter Schrappen, Director of Government Affairs, Northwest Marine Trade
12 Association. Mr. Schrappen may testify regarding project-induced impacts, including, without
13 limit: to NMTA's members and their businesses and properties arising from traffic-hazards,
14 safety impacts, lost parking and parking changes, incompatible land uses, impacts to water-
15 related and water-dependent businesses, safety concerns, access impacts, use and maintenance of
16 properties owned or operated by NMTA members, and compatibility with land uses that are
17 unique to the segment of the Burke-Gilman Trail located in Ballard and Seattle in general.

18 8. Mara Garrity, Ballard Massage Center. Ms. Garrity may testify regarding project-
19 induced impacts, including, without limit: access to and from Ballard Mill Marina and other
20 marinas located near or adjacent to the Preferred Alternative, impacts to individuals who live-
21 aboard boats and vessels at these marinas, impacts to the local live-aboard community in general,
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1 safety impacts, traffic hazard impacts, safety concerns, access impacts and concerns, and land
2 use compatibility impacts.

3 9. Timothy Olstad or Bill Herzberg, Commercial truck Drivers. Mr. Olstad or Mr.
4 Herzberg may testify regarding project-induced impacts, including, without limit: access,
5 driveways, safety concerns, traffic hazards, traffic hazard concerns, traffic delays, access delays,
6 vehicle operations, alternatives, business impacts, land use impacts, lost parking and parking
7 changes, construction related impacts, access to/from, use and maintenance of SBS&G
8 properties, conflicts with cyclists and trail users, and compatibility of the Missing Link with land
9 uses that are unique to the segment of the Burke-Gilman Trail located adjacent to and in front of
10 SBS&G and its properties.
11

12 10. Brian McGarvey, avid cyclist. Mr. McGarvey may testify, without limit, his
13 experience and knowledge regarding cycling in Seattle on sharrows, marked lanes, protected
14 bicycle facilities, mixed-use trails, and in industrial areas; safety and traffic hazard experiences
15 and concerns related to his experiences and knowledge biking in these areas/on these types of
16 facilities, and issues and concerns related to driveways, industrial and commercial traffic,
17 vehicles, traffic, traffic hazards and conflicts between cyclists, trail users and heavy industrial
18 vehicles and traffic.
19

20 11. Mark Mazzola, Seattle Department of Transportation, Project Manager. Mr.
21 Mazzola may be asked about SDOT's process to scope, choose alternatives, and complete the
22 Draft Environmental Impact Statement and Final Environmental Impact Statement, working with
23 SDOT's consultants, the community, comments, and the contents, analysis, and conclusions in
24 the DEIS and FEIS.
25

1 12. Ron Scharf, Seattle Department of Transportation, Senior Project Manager. Mr.
2 Scharf may be asked about SDOT's process to scope, choose alternatives, and complete the Draft
3 Environmental Impact Statement and Final Environmental Impact Statement, working with
4 SDOT's consultants, the community, comments, and the contents, analysis, and conclusions in
5 the DEIS and FEIS.
6

7 13. Jill Macik, City of Seattle. Ms. Macik may be asked about SDOT's process to
8 scope, choose alternatives, and complete the Draft Environmental Impact Statement and Final
9 Environmental Impact Statement, working with SDOT's consultants, the community, comments,
10 revising and finalizing the DEIS and FEIS, and the contents, analysis, and conclusions in the
11 DEIS and FEIS.
12

13 14. Art Brochet, City of Seattle. Mr. Brochet may be asked about SDOT's process to
14 scope, choose alternatives, and complete the Draft Environmental Impact Statement and Final
15 Environmental Impact Statement, working with SDOT's consultants, the community, comments,
16 revising and finalizing the DEIS and FEIS, and the contents, analysis and, conclusions in the
17 DEIS and FEIS.
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19 15. Mark Johnson, Environmental Science Associates. Mr. Johnson may be asked
20 about his expertise, his work, work-product, management, participation, findings, and SDOT's
21 process to the draft and complete the DEIS and FEIS, including, without limit, working with
22 SDOT, the community, comments, and the contents, analysis, and conclusions in the DEIS and
23 FEIS.
24

25 16. Erinn Ellig, Parametrix. Ms. Ellig may be asked about her expertise, her work,
work-product, participation, findings, and SDOT's process to the draft and complete the DEIS

1 and FEIS, including, without limit, working with SDOT, the community, comments, and the
2 contents, analysis, and conclusions in the DEIS and FEIS or any portion thereof.

3 17. Claire Hoffman and/or Jennifer Hagenow, Environmental Science Associates.
4 Ms. Hoffman and Ms. Hagenow may be asked about her expertise, her work, work-product,
5 participation, findings, and SDOT's process to the draft and complete the DEIS and FEIS,
6 including, without limit, working with SDOT, the community, comments, and the contents,
7 analysis, and conclusions in the DEIS and FEIS or any portion thereof.
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9 18. Morgan Shook, ECONorthwest. Mr. Shook may be asked about his expertise, his
10 work, work-product, participation, findings, and SDOT's process to the draft and complete the
11 DEIS and FEIS, including, without limit, working with SDOT, the community, comments, and
12 the contents, analysis, and conclusions in the DEIS and FEIS or any portion thereof.
13

14 19. Ryan LeProwse and/or Brian Macik, Parametrix. Messrs. LeProwse and/or Macik
15 may be asked about their expertise, their work, work-product, participation, findings, and
16 SDOT's process to the draft and complete the DEIS and FEIS, including, without limit, working
17 with SDOT, the community, comments, and the contents, analysis, and conclusions in the DEIS
18 and FEIS or any portion thereof.
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20 20. Roque DeHerrera and/or Brian Surratt, City of Seattle. Messrs. DeHerrera and/or
21 Surratt may be asked about his role and participation in completing the Missing Link, the DEIS
22 and FEIS, the City's DAC process, and the business, land use and economic impacts to Ballard-
23 area businesses from the Missing Link.

24 21. Blake Trask and/or Kelsey Mesher, Cascade Bicycle Club ("Cascade"). Mr. Trask
25 and/or Ms. Mesher may be asked about Cascade's relationship with SDOT in regards to

1 completing the Burke-Gilman Trail Missing Link, developing and selecting alternatives,
2 selecting SDOT's Preferred Alternative, and preparing and completing the DEIS and FEIS.

3 22. The Coalition reserves the right to name and designate additional witnesses
4 identified during discovery, which is on-going.

5 23. The Coalition reserves the right to name and designation additional witnesses
6 identified on the City's and Cascade's preliminary witness and exhibit lists.
7

8 DATED this 5th day of October, 2017.

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DECLARATION OF SERVICE

I declare under penalty of perjury under the laws of the State of Washington that on this date I caused the foregoing document to be served on the following persons via the methods indicated:

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Dated at Seattle, Washington, this 5th day of August, 2017.

/s/ Megan Manion
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