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BEFORE THE HEARING EXAMINER
CITY OF SEATTLE

In the Matter of the Appeal of:)	
)	Hearing Examiner File
THE BALLARD COALITION)	
)	W-17-004
of the adequacy of the Final Environmental)	
Impact Statement, prepared by the Seattle)	CITY'S SECOND PRELIMINARY
Department of Transportation for the Burke-)	WITNESS LIST
Gilman Trail Missing Link Project,)	
)	
Appellant.)	

Respondent Seattle Department of Transportation (SDOT) submits the following second preliminary list of witnesses. Because this is a preliminary list, SDOT has not made a final determination of the witnesses it may call at hearing. In particular, SDOT is a respondent in this manner and is defending against claims raised by Appellant Ballard Coalition (Appellant). At this stage in the proceeding, SDOT's understanding of Appellant's claims and SDOT's responsive witness list is based on preliminary information currently available to SDOT, including Appellant's notice of appeal and expansive preliminary and second preliminary lists of witnesses. In its second preliminary list, Appellant has not meaningfully reduced the number of witnesses identified in its list or the scope of their testimony.

SDOT reserves the right to amend, refine, or expand its lists as Appellant develops its claims and following completion of discovery. If for any reason, any of the listed witnesses

1 identified below becomes unavailable for hearing, SDOT reserves the right to substitute with another
2 witness with similar qualifications, expertise, or familiarity with the issues on review. SDOT may
3 decide not to call one or more witnesses listed, if determined not to be necessary after the presentation
4 of Ballard Coalition's case in chief, and SDOT reserves the right to add or delete any witnesses at
5 the time it submits its final witness list or as otherwise authorized by the Hearing Examiner.
6 Finally, SDOT reserves the right to call rebuttal witnesses who are not listed below and to call as
7 a witness any of the witnesses listed by the Appellants and Respondents. Any of the potential
8 witnesses identified may be contacted through the City's Counsel.

9 1. Mark Johnson, ESA

10 Mr. Johnson is a Program Manager for ESA. He may be called to provide fact and/or expert
11 testimony regarding the potential land use impacts and land use analysis for the Project, as
12 well as other analyses in the EIS. Mr. Johnson was a contributing author and the reviewer of
13 the land use analysis and other chapters in the EIS. A copy of his resume was provided with
14 the City's first Preliminary Witness and Exhibit List.

15 2. Mark Mazzola, SDOT

16 Mr. Mazzola is the environmental manager for SDOT. He may be called to provide fact and/or
17 expert testimony regarding the environmental review for the Burke Gilman Trail Missing
18 Link Project that is the subject of this appeal. Mr. Mazzola was responsible for managing the
19 team who prepared the EIS and did the underlying analysis, as well as contributing to and
20 reviewing the EIS and supporting documents, and fulfilling the other SEPA responsibilities
21 of SDOT as lead agency. A copy of his resume was provided with the City's first Preliminary
22 Witness and Exhibit List.

23 3. Ryan LeProwse, Parametrix

Mr. LeProwse is a Senior Transportation Engineer with Parametrix. He may be called to
provide fact and/or expert testimony primarily regarding the potential parking impacts and the

1 parking analysis related to the Project. Mr. LeProwse was the primary author of the parking
2 discipline report and parking chapters of the EISs and reviewed and contributed to the
3 transportation discipline reports and chapters of the EISs. A copy of his resume was provided
4 with the City's first Preliminary Witness and Exhibit List.

5 4. Erinn Ellig, Parametrix

6 Ms. Ellig is a Transportation Planner with Parametrix. She may be called to provide fact
7 and/or expert testimony regarding the potential transportation impacts, specifically related to
8 potential traffic hazards, and analysis for the Project. Ms. Ellig was the primary author of the
9 transportation discipline report and transportation chapters of the EISs. A copy of her resume
was provided with the City's first Preliminary Witness and Exhibit List.

10 5. Dongho Chang, SDOT

11 Mr. Chang is the City Traffic Engineer. He may be called to provide fact and/or expert
12 testimony regarding the design, the potential traffic hazard impacts, and the analysis of those
13 impacts related to the Project. Mr. Chang contributed to various analyses in the EIS. A copy
14 of his resume is attached. A copy of his resume was provided with the City's first Preliminary
Witness and Exhibit List.

15 6. Brad Phillips, Parametrix

16 Brad Phillips is a Senior Civil Engineer with Parametrix. He may be called to provide fact
17 and/or expert testimony regarding the design of the Project and the analysis of the potential
18 traffic hazard impacts for the Project. He was primarily responsible for the design of the
19 Project alternatives evaluated in the EIS and contributed to analyses in the EIS. A copy of his
resume was provided with the City's first Preliminary Witness and Exhibit List.

20 7. Morgan Shook, EcoNorthwest

21 Mr. Shook is a Director at EcoNorthwest. He may be called to provide fact and/or expert
22 testimony regarding the potential economic impacts and economic analysis for the Project,
23

1 for which he was the primary author. A copy of his resume was provided with the City's first
2 Preliminary Witness and Exhibit List.

3 8. Cliff Portman

4 Mr. Portman is a former employee of the Seattle Department of Construction and Inspections
5 (formerly DPD and DCLU). Mr. Portman was employed in a number of roles, including:
6 Principal Land Use Planner, Land Use Manager, Supervising Land Use Planner, Senior Land
7 Use Planner, and Environmental Manager between 1977 and 2017. He has a BS from Western
8 Washington University and studied resource ecology for 2 years at the University of
9 Michigan. In his former role, Mr. Portman regularly reviewed and advised on the
10 Department's SEPA compliance. Mr. Portman may be called to provide fact and/or expert
11 testimony regarding the land use analysis for the Project and general compliance with SEPA.

12 9. Bill Schultheiss, Toole Design Group.

13 Mr. Schultheiss is a Principal Engineer for Toole Design Group, with a focus on projects
14 related to improving multimodal facilities in urban settings, as well as leading the
15 development of updated AASHTO guidelines for the development of bicycle facilities. Mr.
16 Schultheiss may be called to provide expert testimony regarding the trail design and potential
17 traffic hazards related to the Project, as well as to rebut the potential testimony of Victor
18 Bishop, Claudia Hirschey, and Scott Kuznicki. A copy of his resume is attached.

19 DATED this 11th day of October, 2017.

20 PETER S. HOLMES

21 Seattle City Attorney

22 s/Erin E. Ferguson, WSBA #39535

23 Assistant City Attorney

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Attorneys for Respondent
Department of Transportation

CERTIFICATE OF SERVICE

I certify that on this date, I electronically filed a copy of the City's Response in Opposition to Ballard Coalition's Motion with the Seattle Hearing Examiner using its e-filing system.

I also certify that on this date, a copy of this document was sent via email agreement to the following parties listed below:

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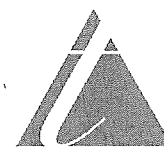
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William Schultheiss, P.E.

Principal Engineer



Bill Schultheiss has a broad civil engineering background relating to many facets of engineering planning, design, and construction administration. Bill serves as lead technical engineer or principal-in-charge for all of Toole Design Group's (TDG) Complete Streets and sustainable safety projects. He has personally overseen and designed the retrofit of over 250 miles of urban streets to improve their multimodal capacity and safety in support of community livability, economic, safety, and mobility goals. Retrofits have incorporated road diets, lane narrowing, bike lanes, cycle tracks, medians, improved sidewalks, turn lanes, transit stop improvements, and various traffic calming treatments. Bill regularly negotiates the interpretation of guidelines and research with public agency professionals for retrofit projects to build support for Complete Streets treatments. Bill frequently leads public meetings, stakeholder workshops, and charrettes to educate and build support for his client's planning and design efforts.

Selected Project Experience

- **Capital City Bikeway and Jackson Street Reconstruction, Saint Paul, MN**
As Principal-in-Charge, Bill oversaw the redesign of Jackson Street and the development of the separated bike lanes that comprise the Capital City Bikeway. Project responsibilities included providing technical assistance to resolve project challenges, such as protected intersection design, ADA design, conflict management, and conformance to federal and state guidelines. Bill led design review meetings with City Staff to build support for design treatments. Bill also provided peer review at each deliverable stage of the project. The project is currently under construction.
- **North Lynn Street Esplanade, Arlington, VA**
As Senior Engineer, Bill established a conceptual design to improve pedestrian and bicyclist safety along North Lynn Street at intersections with limited access roadway ramps. The design modified curb lines, widened sidewalks, adjusted traffic operations at intersections, and improved sight lines and signage to increase pedestrian safety at two key intersections with a history of crashes. Throughout the development of construction documents, Bill provided final design oversight and at key points supported the development of successful design exception requests to the Virginia State Department of Transportation.
- **2017 AASHTO Guide for the Development of Bicycle Facilities, Washington, DC**
Under contract with the National Cooperative Highway Research Program (NCHRP), Bill is serving as the Principal Investigator for the 2017 edition of the Guide. He is responsible for coordination with the panel and stakeholders, team management, content development, and quality control. The project includes extensive literature review and best practice research. Anticipated updates to the Guide will include guidance for choosing bicycle facilities to accommodate all ages and abilities, guidance for working in constrained corridors, separated bike lane design, bicycle signal operation, bicycle boulevards, intersection operations, and bicycle share station placement, as well as an overhaul of the guide's organization and graphics. The project will be completed in 2018.

Professional Highlights

- Toole Design Group: 2003-Present
- Earth Tech, Inc: 1999-2002
- SEA Consultants: 1998-1999
- Anderson Nichols & Co. Inc.: 1996-98

Education/Certification

- Bachelor of Science, Civil Engineering, Northeastern University: 1998
- Professional Engineer: AZ, CO, DC, FL, GA, IL, KY, MA, MD, MN, MO, NC, OH, SC, TN, TX, VA, WA, WI

Instructor

- AASHTO Bicycle and Pedestrian Guide Training
- NACTO Urban Street and Bikeway Guide Certified Instructor
- National Center for Safe Routes to School Certified Instructor
- Complete Streets
- History of North American Roadway Design Practices
- Sustainable Safety/Vision Zero
- Traffic Calming

Appointments/Affiliations

- National Committee on Uniform Traffic Control Devices-Bicycle Subcommittee and Pedestrian Taskforce
- Institute of Traffic Engineers
- Association of Pedestrian and Bicycle Professionals

Other Transportation Projects

- **MassDOT Separated Bike Lane Design Guide**, Boston, MA
Bill served as a technical author for the 2015 *Separated Bike Lane Planning and Design Guide*. Bill performed a comprehensive review of guidance, research, and best practices from international and North American resources to identify strategies for retrofitting existing streets to include separated bike lanes. Bill developed language and graphics to support planning, geometric, operations, maintenance, and safety content in the guide for street level, sidewalk level, and intermediate level separated bike lanes. Design criteria was proposed for separation strategies, sight line requirements, driveway crossings, pedestrian crossings, ramp design, intersection design, drainage, surface materials, and signal phasing approaches.
- **Maryland Avenue Corridor Design**, Washington, DC
As Project Manager, and lead design engineer, Bill has developed conceptual design alternatives to improve multimodal safety of the roadway. The alternatives provided options for multi-leg intersection geometric improvements, green street drainage improvements, and a potential road diet. The preferred design selected was the road diet option which adds left turn lanes, reconfigures intersections, relocates bus stops, and adds bicycle lanes. The project is now in final design by another consultant.
- **On-Call Bikeway Design**, Boston, MA
Bill serves as senior engineer for the development of conceptual and final designs for over 100 miles of bike lanes in addition to 19 cycle tracks including Boylston Street, Malcolm X Boulevard, Summer Street, and the perimeter roadways of the Public Gardens. Bill assists with the development of concept drawings, design memorandums, and meetings with the agency staff and the public. He provides Quality Assurance/Quality Control (QA/QC) review of all construction drawings. The designs required assessments of left and right side placement, one-way versus two-way operation, political feasibility, parking, driveway and intersection conflicts, transit and pedestrian interactions, and analysis of bicyclist safety.
- **Complete Streets Guide**, Boston, MA
Bill was responsible for developing the City of Boston's new minimum lane width policy based upon current research and best practices. Bill led discussions with City Staff and oversaw the development of key aspects of the guide including Accessible Pedestrian Signal guidance, signal timing considerations, curb ramp design, and bicycle facility design.
- **Westlake Cycle Track**, Seattle, WA
Bill served as technical advisor for the design and evaluation of protected bike lane alternatives along the Westlake Corridor in South Lake Union. He was the technical resource for the design team overseeing development of design criteria, alignment concepts, multimodal safety assessment, and intersection design. Bill played a leading role explaining the project at public meetings and key agency review meetings leading presentations and answering questions.

Other Representative Projects

Specific Projects (2011-2016)

- Seattle Vision Zero, Seattle, WA
 - Boston Vision Zero, Boston, WA
 - Denver Vision Zero, Denver, WA
 - C Street Corridor Study, Washington, DC
 - Protected Bike Lane Training, Portland OR
 - 14th Street Protected Bike Lane Design, Denver, CO
 - Governor's Island Shared Use Path Safety Assessment, New York City, NY
 - Brighton Boulevard Conceptual Design, Denver, CO
 - Achieving Multimodal Networks, Applying Design Flexibility & Reducing Conflicts Report, FHWA
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