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BEFORE THE HEARING EXAMINER
CITY OF SEATTLE

In the Matter of the Appeal of:)	
THE BALLARD COALITION)	Hearing Examiner File
)	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-)	EXHIBIT LIST
Gilman Trail Missing Link Project,)	
)	
Appellant.)	

Respondent Seattle Department of Transportation (SDOT) submits the following second preliminary lists of exhibits. Because this is a preliminary list, SDOT has not made a final determination regarding which exhibits it may present at hearing. In particular, SDOT is a respondent in this matter and is defending against claims raised by Appellant Ballard Coalition (Appellant). SDOT reserves the right to submit a final list consistent with the case schedule that adds or deletes any exhibits identified herein. Additionally, the City reserves the right to: (1) offer any exhibit produced by any party during discovery; (2) offer any exhibit identified by another party; (3) offer any rebuttal exhibits as allowed by the Hearing Examiner; and, (4) offer illustrative exhibits.

1 SDOT identifies the entire City file(s) pertaining to the Project as an exhibit, including but
2 not limited to:

- 3 1. The Draft and Final Environmental Impact Statements for the Burke-Gilman Missing
4 Link Project, and all technical appendices;
- 5 2. All documents and data referenced in or supporting the conclusions in the DEIS, FEIS,
6 and technical appendices, including but not limited to:
 - 7 a. Seattle Comprehensive Plan.
 - 8 b. Seattle Bike Master Plan.
 - 9 c. Seattle Pedestrian Master Plan.
 - 10 d. Seattle Freight Master Plan.
 - 11 e. 2015 and 2017 Burke-Gilman Trail Missing Link EIS Transportation Data
12 Collection (IDAX).
 - 13 f. 2015 Burke-Gilman Trail Missing Link EIS Model Output (PSRC).
 - 14 g. 2015 Burke-Gilman Trail Missing Link EIS Turning Movement Data (SDOT).
 - 15 h. 2015 Burke-Gilman Trail Missing Link EIS Daily Vehicle Count Traffic Data
16 (SDOT).
 - 17 i. 2015 Burke-Gilman Trail North of NE 70th St. Bike and Ped Counter (SDOT).
 - 18 j. Seattle Fire Department Incident Response Data.
 - 19 k. 2015 and 2017 Burke-Gilman Trail Missing Link Parking Study (IDAX).
 - 20 l. 2014 Ballard Off-Street Parking Study (SDOT).
 - 21 m. 2015 Annual Report: On-Street Paid Parking Occupancy (SDOT).
 - 22 n. 2015 Curbspace Inventory- Ballard (SDOT).
 - 23 o. 2015 Burke-Gilman Trail Bike Volume Data (SDOT).
 - p. 2015 Burke-Gilman Missing Link EIS Ballard Accident Data (SDOT).
3. All Project plans/designs.
4. Maps, GIS data, and photographs of the Project Area, as well as photographs of other
5 bicycle and pedestrian facilities referenced in designing the Project.
6. SDOT parking data, including Annual Paid Parking studies.
7. Parking, traffic, and other data related to the Project, collected after the completion of the
8 FEIS.
9. Illustrative exhibits, including a roll plot of the Project area.
10. Relevant documents produced in response to Ballard Coalition's discovery request.
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- 18 15. Broach, J., Dill, J., and Gliebe, J. (2012). "Where do cyclists ride? A route choice
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- 22 17. 2016 FHWA Achieving Multimodal Networks: Applying Design Flexibility &
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20. Lusk, A.C., Furth, P.G., Morency, P., Miranda-Moreno, L.F., Willett, W.C, and
 Dennerlein, J.T. Risk of Injury for bicycling on cycle tracks versus in the street.
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 intersections and non-intersections using a case-crossover design. *Injury Prevention*,
 Vol. 19, 2013, pp. 303-310.

1 23. Marques, R. and Hernandez-Herrador, V. On the effect of networks of cycle-tracks on
2 the risk of cycling. The case of Seville. Accident Analysis and Prevention, Vol. 102,
3 2017, pp.181-190.

4 DATED this 27th day of October, 2017.

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CERTIFICATE OF SERVICE

I certify that on this date, I electronically filed a copy of the City's Second Preliminary Exhibit 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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