

## Community Roundtables Summary

### 8/22/14

#### Background

The Westlake Cycle Track Project team, in conjunction with members of the Design Advisory Committee (DAC), facilitated a series of three community roundtables to collect feedback on the preliminary Sidewalk Concept for the Westlake Cycle Track.

In order to facilitate productive small group discussions, attendance at the roundtables was by invitation only. Members of the public signed up to attend during DAC meetings. The project team and community hosts selected the final list of invitees.

Each roundtable focused on different stakeholder groups and included bike interest representatives:

- **South end businesses** – Aug. 7, 2014 at the AGC Building
- **North end residents** – Aug. 11, 2014 at the Electric Boat Company
- **North end businesses** – Aug. 14, 2014 at the Nautical Landing Marina

Each roundtable began with a brief presentation from the project team to provide background on the project and introduce the Sidewalk Concept. Next, attendees broke into small groups facilitated by project team members and staffed by members of the design team. James Kelley from the City's Office of Economic Development joined as well.

Each group was presented with a roll plot showing a close-up rendering of the Sidewalk Concept for their respective segment of the corridor. Participants asked clarifying questions of the design team and were asked to discuss what they thought worked well, did not work well, and their suggestions for improving the concept. Lastly, each small group shared a couple of discussion highlights for all attendees.

Feedback shared by roundtable participants is summarized below and listed in more detail for each roundtable in the appendices. Though some ideas were out of the scope of the project, all ideas were recorded and reviewed by the project team.

#### Feedback summary

Overall, roundtable participants appreciated that the concept provides designated space for all users, which they felt would increase safety and predictability. However, participants expressed concerns with some elements of the concept.

A high-level summary of participant likes, dislikes and suggestions are listed below. Note: items listed below are intended to be representative of commonly heard themes and are not intended to reflect unanimous agreement among participants.

#### Common likes

- Clear separation of all modes of travel
- Back-in angle parking seems safer and more efficient
- Trees lining portions of the cycle track
- Maintains today's operations at many key points
- Bike slowing techniques

- Commitment to parking management

#### Common dislikes and concerns

- Reductions in parking
- One-way circulation may be confusing and inconvenient for drivers
- Concern that concept would not provide sufficient room for large vehicles
- People and deliveries accessing businesses must cross cycle track
- Won't ensure cyclists will stay on the cycle track

#### Common suggestions for improvement

Participants' suggestions generally fell under the following categories:

##### Parking

- Preserve as much parking as possible
- Explore parking management tools
  - Time restrictions
  - Extending paid parking area
  - Validated parking
  - Special permits for moorage tenants
- Improve parking operations

##### Traffic circulation

- If one-way circulation provide very clear signage and markings to make users aware of one-way drive aisle flow
- Move cycle track to west side at north end with driveway closures and add new signalization

##### Landscaping

- Change landscaping to allow more parking and improve sight distances for all users
- Consider changes to the Railroad Park to improve sightlines or to improve parking

##### Pedestrians

- Improve pedestrian access at Highland Drive
- Pedestrians need a safe way to cross cycle track

##### Bicycles

- Discuss options to improve bicyclist behavior
- Use bicycle-slowng techniques (e.g., speed humps in parking area)

## APPENDIX

### Roundtable 1 - South End Businesses

August 7, 2014

#### *Participants*

Andrew Otterness, Kenmore Air  
Brock Gilman, Argosy Cruises  
Kevin Clark, Argosy Cruises  
Jerry Dinndorf, AGC  
Kayte Caldwell, Harborside Restaurant  
Trina Stout, AGC tenant and cyclist  
Bob Edwards, Rock Salt Restaurant  
Maria Zazycki, bicycle commuter  
Brian Gray, bicycle commuter  
Kyle Ducey, SLUCC Transportation Committee Chair  
Mathew Curry, UW Medicine, South Lake Union Chamber of Commerce  
Martha Aldridge, MOHAI, Design Advisory Committee  
Greg Crisostomo, AGC bus commuter  
Cam Strong, Westlake Stakeholders Group, Design Advisory Committee

#### *Likes*

- Back-in parking, which seems safer and more efficient
- Clear separation of all modes of travel
- Design concept accommodates many groups' needs
- Cycle track seems safe and convenient for cyclists
- Trees line portions of the cycle track
- Some participants liked the one-way drive aisle in the parking area
- Preserves access for Argosy buses and Starbucks
- Connection to South Lake Union Park and downtown
- Dedicated bus zone near Kenmore Air

#### *Dislikes*

- Reductions in parking
- Landscaping takes room that could potentially be used for additional parking
- One-way circulation may be confusing and inconvenient for drivers; would require people to exit parking lot to turn around
- Concern that one-way drive aisle would increase congestion both in the parking area and on Westlake Avenue N
- Concern that design would not provide sufficient room for large vehicles to turn around at Kenmore Air and Argosy, and that these vehicles would have difficulty turning out of parking area
- Concern that there is insufficient space for MOHAI's buses
- Concern about ability of buses to turn left from Westlake Avenue N into parking area
- At driveway 2, concern that sightlines are blocked by American Meter and Appliance parked trucks

- Concern that parking area would become an alternate road when traffic is heavy on Westlake Avenue N
- Concern that cyclists will not stay on cycle track
- People accessing businesses from the parking area or street must cross cycle track; concern regarding safety and business access
- Highland Drive interface still seems difficult for cyclist/vehicle/pedestrian interactions
- Concern that where the cycle track splits between northbound and southbound traffic there will be insufficient space for cyclists to pass one another, as these lanes will be only 5' wide

### *Suggestions for improvement*

#### Parking

- Pedestrians cut through parking area to get to transit stop
- Explore parking management tools, such as validated parking and special permits for moorage tenants

#### Landscaping

- Remove trees and other landscaping to allow for additional parking area
- Remove landscaping near Westlake Avenue N but preserve it near the cycle track and pedestrian path
- Remove foliage from Highland Avenue driveway and driveway 3 to improve sightlines and provide more room for parking

#### Traffic circulation

- Institute a time schedule for the bus zone to accommodate tour buses when needed
- Connect cycle track to 8th Avenue
- Allow right turns from Kenmore Air into bus lane to improve flow
- Keep the drive aisle and service road one-way, but make them one-way in different directions to facilitate changing direction without exiting onto Westlake Avenue N.
- Install ample signage and markings to make drivers aware of one-way drive aisle flow
- Shift cycle track to provide additional room for large vehicles to turn near Kenmore Air and Argosy buildings
- Re-channelize Westlake Avenue N and Dexter Avenue N for one-way freight traffic

#### Pedestrians

- Install a signal to stop pedestrians and cyclists at driveway 3 in order to improve traffic flow
- Add a crosswalk at driveway 3 to help guide pedestrians and reduce chaos
- Add a sidewalk on opposite side of driveway 3
- Install a cantilevered sidewalk along Marina Mart
- Consolidate crosswalk at Highland Avenue driveway and provide defined pedestrian access and install signals for bikes that coordinate with traffic signals and pedestrian signals
- Create a defined pedestrian route into the AGC building and Rock Salt
- Create a pedestrian tunnel

#### Bicyclists

- Post speed limits for cyclists
- Add bike speed bumps in parking area to prevent cyclists from riding there

- Institute measures to slow cyclists at intersections, such as traffic signals and stop signs specifically for cyclists

## **Roundtable 2 - North End Residents**

August 11, 2014

### *Participants*

Candi Bailey, Resident

Phil Bannon, Resident

Dave Chappelle, Resident, Design Advisory Committee

Kate Kreitzer, Resident

Teresa Monahan, Floating home owner

Marilyn Perry, Floating home owner

Peter Schrappen, Northwest Marine Trade Association, Design Advisory Committee

Mauri Shuler, Lake Union Liveaboard Association

Cam Strong, Westlake Stakeholders Group, Design Advisory Committee

Eric Westberg, Bicycle commuter

Haley Woods, Peddler Brewing

### *Likes*

- Parking management to preserve maximum parking
- 60 degree back-in angle parking
- Speed management via design tools
- One-way circulation in the drive aisle
- Closure of driveway #11, as it seemed unsafe
- Potential for slight elevation difference between cycle track and pedestrian path to keep them separated
- Design that provides designated space for all users to increase safety and predictability
- Railroad Park is maintained

### *Dislikes*

- Reductions in parking
- Parallel parking
- Questions about whose responsibility it is to maintain landscaping (residents, business owners, or the City)
- Concerns that cyclists will not stay on cycle track
- Concerns that cyclists will ride recklessly
- Pedestrians must cross cycle track from parking lot to businesses

### *Suggestions for improvement*

#### Parking

- Enforce parking management regulations, including RPZ permits, timed parking, and stricter parking enforcement
- Utilize design tools and parking management to mitigate parking loss and involve community in these efforts
- Maintain load and unload zones

#### Landscaping

- Some participants were open to removing railroad ties within the railroad tie park and rerouting the pedestrian path through here, although there were concerns cyclists would ride on it
- Some participants supported reducing planting strips throughout the corridor to increase parking space, though others were concerned this would damage existing trees

#### Traffic circulation

- Ensure there is sufficient room for emergency vehicles to access businesses within the drive aisle throughout the corridor
- Extend curb bulbs at driveway #13 (and potentially at all driveways) so that cars have sufficient space to easily turn into the driveway from Westlake Avenue N even when there is high traffic within the parking lot
- Improve sightlines at driveway #14
- Add "Do Not Block" signs on Westlake Avenue N at each driveway

#### Pedestrians

- Add regular signage at bike/pedestrian crossings

#### Bicyclists

- Connect cycle track to bike route from Fremont Bridge to prevent cyclists from entering drive aisle
- Ensure safe separation of cycle track and drive aisle while maintaining comfort for bicyclists
- Use design elements that will promote safe speeds, prevent conflicts and keep users in designated spaces. Ensure these safety management techniques are followed-through on
- Utilize signage and design to make cyclists aware of pedestrians and encourage cyclists to ride safely
- Promote education and a "code of conduct" to improve cyclist behavior

### **Roundtable 3 - North End Businesses**

August 14, 2014

#### *Participants*

Devor Barton, Pedestrian Advisory Board  
Suzanne Dills, Commercial Marine  
Roger Drill, Waterline Boats  
Sierra Hansen, Nautical Landing  
Jo Hull, Western Yacht Harbor  
Cheryl McChesney, Blue Water Yachts  
Pete McGonagle, Swiftsure Yachts  
Martin Nelson, Design Advisory Committee  
Marilyn Perry, Perry & Associates  
Robbie Robinson, Signature Yachts, Inc  
Gordon Ruh, Nautical Landing  
Peter Schrappen, Northwest Marine Trade Association, Design Advisory Committee  
Jennifer Towne, Electric Boat Company  
Bill Wehrenberg, Westlake Stakeholder Group  
Arden Wilken, Seattle Boat Works  
Jack Wilken, Seattle Boat Works  
Alex Wilken, Seattle Boat Works

#### *Likes*

- Commitment to parking management
- Bike slowing techniques
- Opportunities to consolidate dumpsters
- Improvement on the previous concepts

#### *Dislikes*

- One-way circulation may reduce predictability for vehicles and cyclists if cyclists continue to use the parking area
- Cycle track proximity to large trucks serving businesses adjacent to sidewalk
- Children having to cross the cycle track
- Conversion of perpendicular parking to parallel parking
- Parking impacts businesses
- No guarantee this will improve safety
- Concern that the concept does not address economic vitality
- Concern that bicyclists will not use the cycle track

#### *Suggestions for improvement*

##### **Parking**

- Back-in angle parking would work on the west side of the parking area (using landscaping) on the north end
- 17' parking stalls on one side and 15' parking stalls on the other to save space
- Parallel parking by China Harbor to maintain two-way circulation and space for tour buses



#### Landscaping

- Narrow the landscaping at the railroad park
- Gain extra space by using landscaping of planting strip near Westlake Avenue on north end

#### Traffic Circulation

- Allow room in the driving aisle to go around vehicles loading/unloading if one-way

#### Bicyclists

- Regulate bike speeds
- Use speed bumps within the parking area and rumble strips within the cycle track to slow cyclists

#### Additional

- Provide one or two additional options/concepts to consider