

Westlake Cycle Track Design Advisory Committee

DRAFT Meeting #10 Summary

Wednesday, March 4, 2015 5:30-8:30 PM

Swedish Cultural Center

Design Advisory Committee member attendees

Member Name	Interest Represented	Attendance
Warren Aakervik	Freight interests	Present
Martha Aldridge	Lake Union Park users	Absent
Andrew Austin	Non-vehicular commuters	Absent
Devor Barton	Pedestrian interests	Present
Karen Braitmayer	Westlake Ave North business owners	Present
Dave Chappelle	Lake Union floating home and live-aboard residents	Present
Thomas Goldstein	Cascade Bicycle Club	Present
Amalia Leighton	Transportation Engineer	Present
Sarah McGray	Bicycle interests	Present
John Meyer	Air/water transportation/tourism	Present
Martin Nelson	Westlake Stakeholders Group*	Present
Peter Schrappen	Lake Union marina operators and boat moorage tenants	Present
Cam Strong	Westlake Stakeholders Group*	Present

*Note: The Westlake Stakeholders Group represents a variety of businesses and residents within the Westlake corridor.

Staff attendees

Seattle Department of Transportation (SDOT)

- Sam Woods
- Dawn Schellenberg
- Mary Rutherford
- CJ Holt
- Mike Estey
- Peter Trinh

Office of Economic Development

- James Kelly

Mayor's Office

- Andrew Glass Hastings

EnviroIssues

- Penny Mabie
- David Gitlin

- Sara Colling

Toole Design Group

- Kristen Lohse

Observers

- Angi Arends
- Phil Bannon
- Ann Bassetti
- Sue Dills
- Jerry Dinndorf
- Roger Drill
- Brock Gilman
- Cathy Graubert
- Sierra Hansen
- Jo Hull
- John Hull

- Mark Jesok
- Kate Kreitzer
- Paul Lowe
- Marilyn Perry
- MaryEllan Rains
- Gordy Ruh
- Jo Seel
- Bill Wehrenberg
- Bill Wiginton
- Arden Wilken
- Jack Wilken

Note: This document is only a summary of issues and actions in this meeting. It is not intended to be a transcription of the meeting, but an overview of points raised and responses from SDOT and Design Advisory Committee members.

Welcome and introductions

Penny Mabie, facilitator, welcomed the Design Advisory Committee (DAC) and audience members and led a round of introductions. She outlined the purpose of the meeting which was to share design progress, share the parking management plan and celebrate the Design Advisory Committee's work.

Adopt summary from meeting #9

Penny called the members' attention to the summary from the previous DAC meeting.

- Martin Nelson, Westlake Stakeholders Group, commented that the summary notes said they were at "30% design" but he doesn't remember anyone indicating they were at that point.
 - o Cam Strong, Westlake Stakeholders Group, agreed that he didn't remember hearing they were at 30% design.
 - CJ Holt, SDOT Project Manager, recalled saying they were at 30% design and explained that 30% design is a metric to track milestones. At each milestone, the plans are sent around to various teams within the City for review.
 - o Martin asked if they would see the 30% design plans.
 - Dawn Schellenberg, SDOT Communications Lead, noted the plans are not easy to understand.
 - o Cam asked how the design gets to these milestones.
 - CJ explained there are internal standards for reaching a 30% design milestone such as paving plans, drainage plans and other details.
 - Penny added that in general, most of the major decisions, such as the alignment, are made between 0% and 30% design.
- Cam asked if the committee would get all their outstanding questions answered during the meeting and noted the Westlake Stakeholders Group felt misled because they had thought they would be involved in 12 DAC meetings through 30/60/90% design.
 - o Martin agreed.
 - Sam Woods, SDOT Project Manager, noted they could get a group of people together who want to get into design details.
 - o Cam commented they haven't seen a design that will improve overall safety including bicycle slowing features.

- Penny asked that the committee hears the presentation first. She noted that in her experience, it would be unreasonable for a group this size to work on minute details which are what remain to be determined.
 - Cam noted the details are important to the community.
- Penny circled back to the summary and asked Martin if his question was answered.
 - Martin asked the committee if they remembered hearing the project was at 30% design during the last meeting.
 - The committee indicated that they did remember and Amalia added that the input the committee provided helped the City make decisions on the treatments, crossings, location of the cycle track, etc.

The DAC agreed to finalize meeting summary #9 as written.

DAC process review

Penny drew the committee's attention to the DAC charter including the project purpose, problem statement and DAC purpose. She offered a brief overview of the committee's history and accomplishments:

- The DAC encouraged the City to learn as much as they could about the corridor before getting too far into design.
- The City took a step back and took an organic approach to planning by separating out the corridor segment by segment and listening to the unique needs of each segment.
- The committee also encouraged the City to address parking management sooner rather than later and now the City will be implementing parking management changes this month.

Penny reiterated that the City got to this point in the design because of the DAC's involvement. It will probably not satisfy everyone 100% because there are so many needs to consider, but it would be a different design without this committee.

Penny asked for the committee's feedback on the overall process and to share any new input they've been hearing from their constituents:

- Amalia Leighton, Transportation Engineer, said this was one of the better processes she has been involved in. The corridor tour was particularly beneficial because they got the chance to meet business owners, putting a personal face on the businesses in the corridor.
- Karen Braitmayer, Westlake Ave North business owners, shared that her role on the committee gave her the opportunity to learn more about her fellow business owners and their diverse interests. She found it frustrating that she could not contribute more input toward designing better accessible parking.
- John Meyer, Air/water transportation and tourism interests, shared the progress he has seen since the first open house. He admires SDOT for including the committee in the process and accepts that the cycle track will be built, but he is not convinced that the cycle track will be safe.
- Martin Nelson, Westlake Stakeholders Group, shared he wants to be a part of making sure

safety issues are addressed. He thinks it has been a frustrating process and he doesn't believe SDOT is listening carefully enough especially with regard to safety. He noted there are roughly 3,000 people in the corridor each day in the summer which adds up to 6,000 potential pedestrian crossings of the cycle track on a daily basis. He doesn't believe the safety issues have been addressed particularly with no speed limit on the cycle track.

- Cam Strong, Westlake Stakeholders Group, noted they have come on a long journey from when they discovered surveyors on the corridor and had not been engaged in the project. The Westlake Stakeholders Group had to sue the City to get at the table and are pleased they brought thoughtful and talented people with diverse interests to the committee. He noted he is still frustrated because he doesn't have a clear sense of the outcome achieved with safety being first and economic impact next. He hopes he can say that as a member of the DAC they had an impact. They went from a design that was going to take 50-60% of parking that will now take 15% but that's not good enough. If this project doesn't discourage high speed bicyclists then they haven't done their job.
- Warren Aakervik, Freight interests, shared he has had many experiences where the radical community shares their own desires rather than what's best for the community in the long run, but this group is better. He is concerned about being at 90% design and will see if everything is incorporated. This process was much better than a big open house. All the perspectives are represented and safety should be prioritized.
- Peter Schrappen, Lake Union marina operators and boat moorage tenants, said he wanted to applaud the Westlake Stakeholders Group for their lawsuit and noted that SDOT didn't call for the committee, it was actually an important part of the settlement. He appreciates SDOT's accessibility and responsiveness. He would have appreciated more empathy for his perspective that the cycle track is not a good deal for marinas. He understands that the project needs to happen but he would like more support from DAC members rather than hearing his constituents should compromise.
- Dave Chappelle, Lake Union floating home and live-aboard residents, said this has been a great process bringing together many different views. Compromise is difficult and often both sides feel they've failed so where you compromise has to be thought out. Safety shouldn't be a compromise. He can see how the project is at 90% design and at that point the details should mostly be worked out. He encouraged that after design and implementation, education and long term management of the cycle track will determine if it's successful or not. He encouraged SDOT to keep the committee involved through construction and after. His area had to lose parking to keep some of the Railroad Park greenery and back-in parking was a compromise for his constituents. Hopefully the City can make alterations to make the project successful.
- Devor Barton, Pedestrian interests, shared he would have liked to have seen the design at 60%. He said compared to similar groups, this one has been reasonable and willing to be part of the conversation. He appreciates that members state their positions and let others do the same.
- Thomas Goldstein, Cascade Bicycle Club, recalled the initial fall 2013 open house meeting at the school as being a bad experience with a lot of people not talking with each other. He agrees that they have learned a lot and SDOT really stepped up in an incredible way. Seattle is experiencing a lot of growth and the City has had to adapt to a lot more people but they've been successful in

addressing safety and mobility. He wants to acknowledge staff work from both SDOT, who handled this process in a nimble way, and EnviroIssues, who facilitated the group getting together to address issues.

- Sarah McGray, Bicycle interests, shared that the process was exceptional. She has worked on projects across the world and this one was completed quickly with clear and diplomatic mediation. She agrees this is a growing city, so they can't think about this project in a vacuum. There are tradeoffs but the future of the neighborhood needs to be considered and the committee should be proud of the work they completed.

Presentation: Cycle track design progress and environmental review update

Dawn Schellenberg started the presentation by sharing the City's newly released Move Seattle 10 year strategy for the Department of Transportation.

- Martin asked if the committee would receive copies of the strategy.
 - o Dawn responded the report is posted online and would send a link.

Dawn continued with the presentation and shared that she will miss having meetings with the DAC and found this to be a huge learning experience. She noted updated SDOT core values that align with the Mayor's priorities for a safe, interconnected, affordable, vibrant and innovative transportation system.

CJ continued the presentation noting that the project is not at final 100% design. The big picture design won't change but there are still elements to work out. He won't have time to explain every detail but they can set up a meeting and review details for people who are interested. He wants to keep committee members involved throughout finalizing design and throughout construction.

- Martin mentioned the Department of Planning and Development requirement under the Shoreline Management Act says that any new construction over the water requires all new businesses to be water-related. He asked how this design helps that requirement.
 - o CJ said he can't speak for DPD but will follow up.
 - Cam asked if CJ could set up a meeting that Martin can be a part of.
 - Sam responded that DPD regulates private development and doesn't regulate the public right-of-way.
 - Mary agreed and added that they want to make sure they have different transportation modes to support the businesses along the corridor.
 - o Amalia added that they have spent a lot of time discussing existing businesses that are not water-related such as Starbucks.

CJ continued the presentation walking through the dimensions of the typical cross section (shown in figure 1).

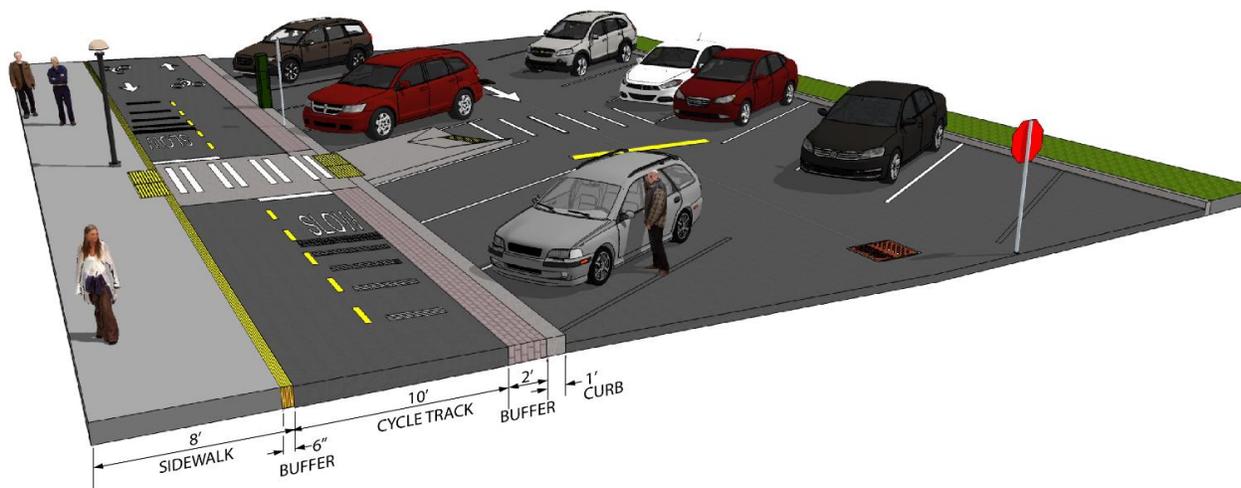


Figure 1: Typical cross section

- Cam asked what the difference is between a speed bump and a speed hump.
 - o Peter Trinh, SDOT Project Engineer, noted that the parking lot will likely have speed tables which are wider and smoother.
 - Cam commented he is concerned that speed tables won't deter bicyclists. He asked for treatments that will slow bicyclists.
 - Amalia noted that the Fire Department will need to review the design and they wouldn't approve anything that challenges their fire access.
 - o CJ asked if it would be helpful if Cam saw a cross section showing a speed bump and Cam responded yes. CJ also clarified that the cycle track will not have speed tables or speed humps.
 - o Sam added that the parking lot will be one-way and the drive aisle will be narrower than it is now which will also discourage bicyclists from using the parking lot. They have treatments to slow bicyclists in the cycle track as well such as curves and rumble strips. She agrees that they don't want bicyclists in the parking lot and there will be treatments to make that less comfortable. They have to find the sweet spot in making the cycle track desirable yet with slower speeds.
- Cam asked what the curb height will be.
 - o CJ responded the curb will be 6 inches.
 - Cam noted concern that people will need to access their boats and this will be a continuous barrier.
 - CJ showed that the curb is not continuous. There are ADA accessible openings every 200-250 feet as well as driveways throughout the corridor.
 - CJ noted the parking stalls are generally 8.5 feet wide with some 8 feet wide in the south section. They are also adding loading zones throughout the corridor and still identifying where they should be.
- Devor asked if the cross section is different than in November.

- CJ responded that besides the speed humps there has been no change. He noted they are also looking at extending the rumble strips within the cycle track.
- Sarah asked what the height is on the buffer between the cycle track and sidewalk.
 - CJ said it will be at grade and is basically like raised bumps.
 - Devor added they are similar to the rumble strips in the bus tunnel and Sam added they are installed along Yesler Way and on Rainier Ave S at the Lighthouse for the Blind.
 - CJ added that they add delineation without being a tripping hazard.
 - Sarah encouraged SDOT to ensure the bumps don't cause wipeouts for bicyclists.
- Sarah commented that she has heard about issues with pedestrians inadvertently walking or standing on the Broadway Cycle Track.
 - CJ responded that they are considered painting "LOOK" at the crossings. Pedestrians do have the right of way at crossings but they also don't want people congregating in the cycle track.
 - Sarah reiterated that the more appealing the cycle track is, the less appealing the parking lot will be, so any way to encourage pedestrians to stay remain on the sidewalk will make the cycle track more attractive.

CJ explained the cycle track connections on the south end.

- Warren asked about signalization and CJ pointed out the existing signal at 9th Avenue and the new demand-activated signal that will be added at 8th Avenue.
- Sarah noted that it takes a long time for the signal near Highland Drive to change, which encourages jaywalking.
 - CJ noted they are considering the signal timing.

CJ explained that Highland Drive by the AGC Building has a complicated crossing so they have specific treatments such as flashing lights triggered by pedestrians and bicyclists.

- Devor asked if the suggestion to add triggers is coming from Starbucks.
 - CJ said they are still figuring out whether the triggers will be successful. It could be that push buttons are a better option.
 - Devor said there are issues with push buttons not working.
- Cam expressed concern with giving the right of way to pedestrians and bicyclists because there could be an ongoing stream of people and the cars won't be able to cross causing back up in the parking area and on Westlake Ave N.
 - CJ explained that this won't be a signal controlling traffic. It is simply a measure to alert drivers when bikes and pedestrians are crossing. There will still need to be interaction between the modes to allow each other to pass through.
 - Sam added she doesn't think it will be an issue. There is enough space for cars to queue and cars can cross when the lights are flashing.
 - Warren encouraged adding wiring for a full signal so it's clear who has the right of way in the event the triggers don't work.

- CJ responded they looked into a full signal and it would have made the situation worse for people driving.
- John noted that the line at the Starbucks drive-thru causes back-ups.
 - Sarah noted there should be rules addressing safety near the Starbucks area, and she has experienced hazards and road rage.
 - Sam noted they met with Starbucks and this drive-thru is a big percentage of their business.
- Amalia asked if the plastic bollards on Second Avenue downtown could be used here.
 - Sam responded those bollards are meant to prevent cars from driving on the Second Avenue cycle track.

CJ described the design in the central area of the corridor and noted that parking is not changing but they are closing the service lane. There is opportunity in the central area for additional landscaping and public art.

- Warren asked if there will be space for buses to unload at China Harbor and CJ responded yes.

CJ outlined the ADA accessible parking noting that all the ADA parking will be brought up to standard and 4 stalls will be added. 90-95% of the stalls will be van accessible. The paystations will stay in their same locations.

- Karen asked about having the paystations in the planting strip.
 - CJ responded that some paystations will be in the planting strip but still adjacent to the parking lot and paystations can easily be moved if necessary.
 - Karen noted there needs to be an accessible route from the access aisle to the paystation.
- Karen noted she is concerned with angle parking because there needs to be an access aisle on the passenger side of the van.
 - CJ said he would send a graphic illustrating parking accessibility.
- Karen asked about the curb ramps and whether they would continue across to the bus stops.
 - CJ responded that all the bus stops have existing speed tables with access on both sides. All will remain and new crossings will be added.

CJ explained SDOT engaged SPU to address Dumpster space and sight issues.

- Cam noted he hopes Dumpsters won't be eliminated because the corridor needs them.
 - CJ responded that SPU is looking at all options such as the opportunity to consolidate or go to a bag system.
 - Cam asked how the community will be engaged.
 - CJ said SPU has an independent outreach process and Dawn added they will get a contact person for the committee.

Penny asked if the DAC would be able to stay up to an extra 30 minutes to allow more time for questions and the DAC agreed.

After a break, CJ walked through the design at the north end highlighting the service lane that will be removed and noted that they are in communication with the businesses adjacent to it. He noted the decision at Waterway 1 by Nautical Landing to push the cycle track split back as far as they could and said they will be working with Nautical Landing to identify loading zone locations.

- Cam noted he met with people from Nautical Landing and thinks there are other alternatives. He suggested the project team meet with their structural engineers.
 - o CJ said he'd be willing to meet.
 - Peter emphasized how unique Nautical Landing is with large cranes and fuel trucks and asked to be part of the ongoing conversation. CJ agreed.
- Dave asked if there has been any consideration for the garden area at 2420 Westlake between the Cheshiahud Trail and parking area.
 - o CJ responded they will remove the garden area for the cycle track.
- Dave asked if there are any new changes to the Railroad Park.
 - o CJ responded that there are no new changes but they are looking into both public art and pedestrian lighting in that area.
 - Dave noted he knows people who would be interested in participating in that decision because lighting could shine into bedroom windows. People are also looking into funding a security detail because of the increase in foot traffic.
 - CJ agreed that he would reach out.

CJ explained the north end connection and noted that the designers met with Dave Morrison who runs the fuel trucks in that area and they were able to figure out effective ways to increase visibility and control speeds.

- Cam reiterated that the biggest problem in that area is bikes riding too fast and encouraged design that slows them down.
 - o CJ responded that they do want to control speeds as well as increase visibility.
- Cam asked about the request he has brought up at other meetings which is to stripe Westlake Ave N so that cars don't block the driveways when the bridge opens.
 - o CJ responded that they followed up with the City's Traffic Engineer who confirmed that they don't use those kind of markings on arterial streets.
 - Devor noted that the striping is used for queuing at the Vashon Ferry Terminal.
 - Sam suggested potentially adding a sign that says "Do not block driveways."
 - Cam added that the Fremont Bridge has the largest number of draws of any bridge in the country and needs a solution. He asked who he should follow-up with.
 - Martin added that someone in attendance from SDOT should be able to make the decision.
 - Dawn responded that Dongho Chang is the City Traffic Engineer.

CJ continued the presentation explaining that because the project is a bicycle facility being built on existing infrastructure with limited ground disturbance, the environmental review process found that the project qualifies for exemptions from SEPA, NEPA and a Shoreline Management Permit.

- Cam asked if he could have a copy of those determinations and CJ said he would have to check. SDOT is working with the City Attorney's Office to understand what "action" within the settlement entails and when to send formal notification.

CJ outlined the plan during construction of the cycle track which is scheduled to begin in September, 2015. He noted the phased approach with one phase being completed at a time. The phases are based on location and type of construction.

- Karen asked how long construction should take.
 - o CJ responded that they are estimating about 8 months.

Dawn outlined communication during construction highlighting that an outreach team will provide regular updates and make sure people on the corridor know what to expect.

Observer comments to DAC

Comment 1 – Corridor resident noted she felt there was a sightline issue at the north end of the corridor with cars coming fast in and out of Westlake. Drivers should be slowed up there just as much as bicyclists.

Comment 2 – Commenter asked why there is resistance to putting a speed limit on the cycle track and how the public will get notified of next steps.

Comment 3 – Commenter appreciated SDOT for stepping up and putting effort into this project. He also noted that EnviroIssues has done a good job. He wants to take Sam up on her offer to meet and review plan details. He wants to know the service lane width outside the AGC building and agrees with controlling Highland Drive with a traffic signal.

Comment 4 – Commenter is angry because he has not received adequate responses in a timely manner from SDOT. He has witnessed a number of near collisions where he felt bicyclists were at fault. In his opinion, bicyclists should be required to act as vehicles but there is no enforcement.

Comment 5 – Commenter noted that if bicyclists are having trouble on rumble strips they are going too fast. He wanted to know how far out the flashing lights are triggered and noted that hard obstacles get knocked over regularly. There have been two collisions since the last DAC meeting.

Comment 6 – Commenter echoed that cyclists need more education. She agrees that people need to work together but there needs to be police enforcement rather than blaming cars for these altercations.

Parking management plan

Mike Estey, SDOT Parking Manager, presented the parking management changes that will be implemented during the end of March, 2015. SDOT is moving forward with the same plan proposed to the DAC in November because it reflects parking data and what they are hearing from people in the corridor. Within the parking survey, they got some input that they cannot accommodate such as creating a permit specific to moorage tenants or employees, or allowing people to park for more than 72 hours.

- Dave commented that he has given the feedback that no restrictions north of McGraw Street could pose a problem with squeezing more people up north. Some of his neighbors are elderly and have trouble parking far away and walking.
 - o Mike responded that the data shows there is still capacity at the north end of the corridor. He emphasized that they will monitor that area and the rest of the corridor to see if they need to make changes.
- Peter asked about the possibility of creating a moorage tenant permit.
 - o Mike said he received a thoughtful email from Peter and has heard from others that some want a special moorage tenant permit. This parking management strategy is intended to achieve similar objectives in a different way. They will implement and adjust accordingly with the tools they have.
- Cam asked about the public hearing for the RPZ change.
 - o Mike said his team will notify stakeholders about a public hearing likely in April or May.
- Cam asked if there are tools to ensure users of the parking area are people who also use the corridor.
 - o Mike responded that the parking is public right-of-way so anyone can use it as long as they are obeying the rules. However, they are trying to make sure the “hide and riders” are not the ones using the parking. There are some things they can do to monitor such as using the paystation transaction data to figure out duration. They can share that data once it’s collected.
- Martin asked when the parking management will be implemented.
 - o Mike answered end of March and Dawn added that corridor businesses and residents will receive a flyer in the mail soon. Signs are going up as well and they are creating postcards to deliver to marinas.

Dawn outlined next steps for the project including implementing the parking management in March, holding a public art meeting in the spring, construction beginning in the fall and opening the cycle track in early 2016.

Mary thanked the DAC members and the other participants for coming to these meeting and sharing their interests and input. She emphasized that the team will keep their input in mind moving forward and although this is the last meeting, it is not the end of participation. These types of bike facilities are a fairly new art and with the Second Avenue Protected Bike Lane as a great example, they will make improvements as is necessary.

- Cam commented he was surprised when he heard this was the last DAC meeting. He requests that the DAC continue through the end of the design process as was outlined in the legal document. He wants a great result and would like to meet once a month throughout design.
 - o Martin agreed and added that he doesn't believe the design is 90% complete. Safety should be a concern for everyone and people in the community can make the cycle track safer for everyone.
- Cam asked if the project is exempt from SEPA review and Mary responded that that is her understanding.
 - o Cam said they have not been notified and should have been according to the agreement.
 - CJ said their legal team is determining what the action means within the agreement.
 - Mary said they would work with the City's Attorney's Office to find some clarity.

Penny asked the other DAC members to share if they would felt there was a need to continue to meet as a committee as well. The DAC members generally said that if the committee decides to keep meeting they would remain involved.

Next Steps

Penny noted that SDOT would take future DAC meetings into consideration and she thanked the members for staying later and listening.