

## Outstanding Questions & Concerns

### **How will SDOT Address Safety and Access Concerns in its Design of the Westlake Ave. N. Cycle Track?**

#### **# 1 SAFETY PROBLEM - UNSAFE HIGH SPEED BICYCLISTS:**

The number one safety problem the Westlake Ave. N community has faced since the City opened up the Cheshiahud Lake Union Loop in 2009 has been conflicts with high speed bicyclists in this corridor. We have been disappointed the City has not responded to the Community's requests to designate the Westlake Ave. N sidewalks and drive aisle as a 10 MPH zone for everyone (vehicles and bicycles).

We look forward to the information SDOT will provide to our community about this vital issue, especially given that the cycle-track construction will soon begin.

#### **Pedestrian & Cyclist Safety**

1. We request that SDOT implement signage and enforcement of existing laws to ensure safety for those whom will use the pedestrian walkway or cross the cycle track. Specifically, we are referring to codes 11.44.120 (relating to bicycles riding on a sidewalk or public path) and 11.44.120 (bicyclists' safe operation and the requirement to yield to pedestrians).

#### **QUESTIONS:**

- What is SDOT's plan for improving safety for all by proper signage and enforcement of existing ordinances to ensure pedestrian right of way will be protected?
  - What will these WCT features look like and how are they expected to perform?
2. We are unclear what specific design and other features of the SDOT's East Side Alignment Westlake Cycle Track (WCT) will look like and how they SDOT will provide for the safety for all and reasonable access of an estimated 6,000 people per day needing to cross over this new cycle track obstacle to access businesses, resident units and 1200 moorage slips located in the Westlake Ave. N community.

#### **QUESTIONS:**

- What are SDOT'S design plans for this WCT which will provide for the safety for all and reasonable access of an estimated 6,000 people per day needing to cross over this new cycle track obstacle to access businesses, resident units and 1200 moorage slips located in the Westlake Ave. N. community?
- What will these WCT design features look like and how are they expected to perform?

- How have similar features performed elsewhere in the City and by what criteria will the effectiveness of the design features be evaluated and potentially modified?
3. We remain concerned about unsafe high-speed bicyclists in the Westlake Ave. N corridor. This small segment continues to cause the most safety problems along the Westlake Ave. N sidewalks and drive aisle. As a result, a maximum speed limit of 10 mph should be established with proper signs and enforced throughout the parking drive lanes and sidewalk area. As stated by SDOT, the current WCT plan relies on the “goodwill” of cyclists and track design features to limit speed. The wish of goodwill of cyclists has already proven over the years to not be realistic in the Westlake Ave. N community corridor. In order to protect pedestrians from high-speed bicyclists, we request SDOT to undertake more proactive steps to address this unsafe condition.

**QUESTION:**

- Will SDOT promptly advocate for a 10 MPH speed limit in the Westlake Ave. N parking area drive lanes by requesting an exemption from the amendment of WA State law RCW 46.61.415 that prevents speed limits lower than 25 MPH in city streets on a non-arterial highway, or part of a non-arterial highway, that is within a residence district or business district”?
4. We have been advised by SDOT staff that the Westlake Ave. N parking lot is officially designated as “Westlake E Roadway Avenue N” with a great deal of on-street public parking. This needs to be re-designated as “parking lot drive lanes”. We have also been advised by SDOT staff that an amendment to RCW 46.61.415. allows “Cities and towns in their respective jurisdictions may establish a maximum speed limit not to exceed twenty miles per hour on a non-arterial highway, or part of a non-arterial highway, that is within a residence district or business district.”

**QUESTION:**

- Will SDOT advocate for the re-designation of parking lot drive lanes from a street called “Westlake E Roadway Avenue N” to the parking lot drive lanes which is truly its primary function?
  - Will SDOT advocate for the Westlake Ave. N parking area drive lanes to have an exemption from the amendment of WA State law RCW 46.61.415 that prevents speed limits lower than 25 MPH in city streets on a non-arterial highway, or part of a non-arterial highway, that is within a residence district or business district”?
5. The design should incorporate bicycle stop signs at pedestrian crossings to avoid high speed collisions and to protect right of way for pedestrians. Both Broadway and the Burke Gillman incorporate bicycle stop signs at pedestrian crossings

### QUESTIONS:

- What are SDOT'S plans for improving safety for all by establishing bicycle stop/yield signs at pedestrian crossings and to protect right of way for pedestrians?
  - What will these WCT features look like and how are they expected to perform?
  - How have similar features performed elsewhere in the City and by what criteria will the effectiveness of the design features be evaluated and potentially modified?
6. The number of pedestrian crossings should be increased throughout this 1.2 mile corridor so pedestrians are not forced to travel for extended distances through the drive aisle to access businesses and dock entrances. For example, starting at driveway 1 (map dated September 30<sup>th</sup>), there are no crossings for the first 1300', or at the busy intersections at Highland or the AGC Building. Even if there is a crossing at Highland that is still 900.' Further north, residents need to be able to transport carts with supplies from their vehicles to enter dock entrances safely without being forced into the vehicle drive lanes. There is an important nuance that "availability" does not necessarily mean "access." Open spots distant from dock entrances preclude residents, moorage tenants and mobile repair/maintenance services from reasonable and safe access to the docks. It is not feasible to walk long distances through the unsafe drive aisle with equipment, gear or other belongings to reach a dock entrance.

### QUESTIONS:

- What are SDOT'S plans for improving safety for all and reasonable access for residents, moorage tenants, mobile marine service suppliers and other delivery service vendors needing to transport supplies from their vehicles across the cycle track with minimal distance on the less safe vehicle drive lane?
  - What will these WCT features look like and how are they expected to perform?
  - How have similar features performed elsewhere in the City and by what criteria will the effectiveness of the design features be evaluated and potentially modified?
7. We are unclear how SDOT will provide safety and access for all by making an obvious division between the cycle track and the sidewalk; one that prevents cyclists from using the sidewalk as a passing lane but one that allows emergency respondents, delivery and service people to cross with their carts and equipment if a cross walk is not close by.

### QUESTIONS:

- What are SDOT'S plans for improving safety for pedestrians and cyclists by preventing cyclists from using the sidewalk as a passing lane?

- What will these WCT features look like and how are they expected to perform?
  - How have similar features performed elsewhere in the City and by what criteria will the effectiveness of the design features be evaluated and potentially modified?
8. The pedestrian crossings should be illuminated as this will help improve safety for both pedestrians and cyclists, especially where cyclists are approaching a location where they must stop and yield right of way to pedestrians.

**QUESTIONS:**

- What are SDOT'S plans for improving safety at pedestrian crosswalks with illuminated bicycle yield to pedestrian signage?
- What will these WCT features look like and how are they expected to perform?
- How have similar features performed elsewhere in the City and by what criteria will the effectiveness of the design features be evaluated and potentially modified?

**Vehicle & Cyclist Safety**

1. When a cycle track has been installed by the City, cyclists must be restricted to riding in the cycle track throughout this corridor and not on the sidewalk and not in the parking area drive lane. Otherwise, pedestrians, motorists and cyclists will not have the element of predictability that is critical to a safe, shared corridor. The drive aisle must be clearly marked to prohibit bicycles or it will continue to remain an unsafe "de facto unsafe high speed" cycle path.

**QUESTION:** What are SDOT'S plans for improving safety for all by prohibiting bicycles on the sidewalk and parking area drive lane along this corridor?

2. Back-in parking in this unique corridor will cause unsafe access to for transporting supplies and equipment from vehicle trunks. The back-in parking will put people in an unsafe location either on the edge of high speed Westlake Ave N curb or right up against the cycle track to access their trunks and load/unload equipment and gear.

**QUESTIONS:**

- What are SDOT'S plans for improving safety for pedestrians and vehicles by avoiding unsafe back-in parking of vehicles along this corridor?
  - What will these WCT features look like and how are they expected to perform?
3. By prohibiting cyclists from the drive aisle with proper signage and enforcement and incorporating speed bumps, vehicles and drivers will be able to safely maneuver the corridor. There is no advantage to back-in parking if adjacent vehicles are trucks or SUVs which is often the case.

#### **QUESTIONS:**

- What are SDOT'S plans for improving safety for all by prohibiting cyclists in the drive aisle and installation of proper signage and enforcement along with incorporating speed bumps that will effectively result in vehicles and bicycles driving at a speed of 10 MPH?
  - What will these WCT features look like and how are they expected to perform?
4. As vehicles circulate the new "one-way" parking lot drive lanes (perhaps a number of times) to find a scarce parking space. This traffic congestion will increase the number of slow moving vehicles from the Westlake parking area merging with high speed Westlake Ave N vehicles. The increased traffic congestion along Westlake Ave N will ultimately require traffic lights at each entry/exit to the Westlake Ave. N parking lot and perhaps an overall slower speed on Westlake Ave. N.

#### **QUESTIONS:**

- What are SDOT'S plans for improving safety for all and access to and from the parking area with the increased volume of vehicles having to enter from and exit onto Westlake Ave N as vehicles circulate the new "one way" parking lanes to find a scarce parking space?
  - Will SDOT help improve safety for all and reasonable access by adding stop lights at each intersection along Westlake Ave. N St.? Please provide explanation.
  - Will SDOT help improve safety for all and reasonable access by decreasing the speed limit on Westlake Ave. N St.? Please provide explanation.
  - What will these features look like and how are they expected to perform?
  - Since traffic lights at each intersection along this corridor will increase predictability and safety for all, why is SDOT not installing traffic lights at each intersection along this Westlake Ave. N corridor?
5. Westlake Ave. N St. is already congested each time the Fremont Bridge opens for marine traffic. The Fremont Bridge has the most openings of any draw bridge in the USA. The "one-way" and multiple traffic circulation patterns in the parking lot drive aisle will further increase the number of vehicles entering from and exiting onto Westlake Ave N. St. and block access to entry/exits # 12 – 14. The Westlake Community has previously requested the City paint "No Stop" sections of Westlake Ave. N St. northbound traffic lanes of entry/exits # 12 - 14 to help prevent the blocking of these driveway entry & exits during the raising of the Fremont Bridge.

#### **QUESTIONS:**

- Will SDOT help improve the access to and exit from parking Westlake Ave. N parking lot by painting "No Stop" sections on Westlake Ave. N St.

for the northbound traffic lanes of entry/exits # 12 - 14 to help prevent the further blocking of these driveway entry & exits during the raising of the Fremont Bridge?

- What will these features look like and how are they expected to perform?
6. SDOT plans for the WCT at the intersection of Highland Drive Entry/Exit driveway # 3 (near the AGC Building) has the cycle track crossing Highland in approximately the same location as the current pedestrian crossing. Highland currently has a large volume of vehicle traffic including trucks and busses entering and exiting from business activities located there. Currently there are pedestrian, cycle and vehicle conflicts at this intersection and there have been a number of accidents. These conflicts then cause vehicles to back up on Westlake Ave. N. Street and create additional safety hazards. With the new development taking place immediately across Westlake Ave. N. Street, these conflicts will only increase. Common sense and the traffic volumes today and anticipated increase in conflicts call for the installation of bicycle traffic lights at this intersection?

**QUESTIONS:**

- What are SDOT's plans to control the movements of pedestrians, cycles, and vehicles at this intersection so conflicts are reduced and a safer crossing is created?
  - What will these features look like and how are they expected to perform?
  - What are the turn radiuses in this area and will they be adequate for buses serving Argosy Cruises to enter driveway #2 to access the service road to unload in front of Argosy and then exit at Highland?
7. There has been an ongoing problem with high speed bicyclists entering the Westlake Ave. N parking drive lane area at entry # 13 and riding their bike too fast then jumping the curb into the parking lot drive lane and causing conflicts with vehicles being able to safely enter at drive # 14 from Westlake Ave. N. St.

**QUESTION:** What are SDOT'S plans for addressing this current vehicle and cyclist safety problem in the WCT design?

8. SDOT has proposed a "split path" alignment to circumvent a green space at Waterway 1 near Nautical Landing which will decrease safety for all and cut into the drive aisle thus compromise access of the heavy trucks that frequent the private driveway at Nautical Landing. Nautical Landing has proposed a combined path that will keep the cyclists on a predictable, safe path removed from heavy trucks that frequently use the private driveway at Nautical Landing.

**QUESTION:** What are SDOT'S plans for incorporating the proposal by Nautical Landing which will improve safety for all and provide access of the private driveway by the heavy trucks that frequent Nautical Landing. Please provide explanation.

9. SDOT's proposed NW WCT entry/exit location (near Diamond Marina) appears to create conflict with the location of fuel trucks for Morrison's Fuel Dock.

**QUESTION:** Can SDOT design a plan for the NW location of the WCT entry/exit which will not conflict with the fuel trucks delivering fuel to Morrison's Fuel Dock?

**Other Questions/Concerns**

1. The east, north and south sides of the buildings along Westlake Ave. are surrounded by water. Since no alleys are available, the dumpsters have been located in parking spaces in the parking area.

**QUESTIONS:**

- What are SDOT'S plans for locating the dumpsters?
- What will these plans look like and how are they expected to perform?