

Westlake Cycle Track Design Advisory Committee

Meeting #9 Summary

Wednesday, Nov. 19, 2014 5:30-8 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	Present
Andrew Austin	Non-vehicular commuters	Present
Devor Barton	Pedestrian interests	Present
Karen Braitmayer	Westlake Ave North business owners	Absent
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	Absent
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

Office of Economic Development

- James Kelly

Mayor's Office

- Andrew Glass Hastings

EnviroIssues

- David Gitlin
- Kate Cole
- Jentien Pan

Toole Design Group

- Kenneth Loen
- Kristen Lohse

Observers

- Phil Bannon
- Ann Bassetti
- John Cooke
- Sue Dills
- Jerry Dinndorf
- Jeremy Dinsel
- Brock Gilman
- Sierra Hansen
- Jo Hull
- John Hull
- Kate Kreitzer

- Jim Liming
- Marilyn Perry
- Lynne Reister
- Gordy Ruh
- Max Taran
- Bill Wiginton
- Arden Wilken
- Jack Wilken
- Kat Willhight
- Kevin Wold

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

David Gitlin, facilitator, welcomed the Design Advisory Committee (DAC) and audience members and led a round of introductions. David explained that he would be facilitating the meeting in place of Penny Mabie, who was unable to attend the meeting that evening.

Adopt summary from meeting #8

David called the members' attention to the meeting summary from the previous DAC meeting. He asked if the DAC members approved the summary as written; the DAC agreed.

DAC members share feedback from the interests they represent

David asked committee members to share the input they've been receiving from their constituents, and any feedback from the October open house.

- Thomas Goldstein, Cascade Bicycle Club, referenced the open house summary and the summary of the DAC meeting #8, explaining he felt good information surfaced from these meetings and was expressed in the documents. He appreciated the work analyzing unique features and issues of each section of the corridor and the focus on the need for safe connections on either end of the cycle track. Thomas noted that he drove to the DAC meeting and it emphasized to him that the roads in the area are at maximum capacity for motorized vehicles, underscoring the importance of the project.
- Cam Strong, Westlake Stakeholders Group, reported that his constituents were especially concerned about the safety of the thousands of pedestrians who would need to cross the cycle track, noting he hoped the group would discuss this further as they entered the design phase. He also expressed reservations regarding speed control for people riding bikes on the cycle track, noting concern over hearing at the open house that the cycle track would be designed for 15 miles per hour, as opposed to the previous 10 miles per hour, and that this would be a safety risk.
- John Meyer, Air/water transportation and tourism interests, noted that he's a big fan of alternative modes of transportation. He does not feel the corridor is safe as it is, but is concerned that the cycle track will not make it safer because so many pedestrians will need to cross the cycle track, especially during the summer. He noted that he frequently rides a bike in

the area at 12 miles per hour and other cyclists pass him at high speeds, often riding the wrong direction.

- Devor Barton, Pedestrian interests, felt that more constructive conversations were had at the May 2014 open house as opposed to the October open house. He reported that his constituents want the cycle track to be at a different elevation than the sidewalk or be separated with a physical barrier. He seconded the desire to enforce safe bike riding behavior and ensure pedestrians can safely cross the cycle track.
- Martin Nelson, Westlake Stakeholders Group, reported that businesses in the corridor are very frustrated with the cycle track alignment process as they feel SDOT does not care about business viability and that this project will likely ruin the maritime community on Westlake. He requested information on the project's environmental impact statement to share with his constituents.
- Amalia Leighton, Transportation Engineer, reported that she was unable to attend the open house, but talked to others who attended and was impressed with the high turnout. She feels a consensus that bikes will ride in the area regardless of what is built, and the predictability created by the cycle track would increase safety. She said she is eager to hear more about connections on either end of the cycle track.
- Dave Chappelle, Lake Union floating home and live-aboard residents, seconded Devor's concerns of pedestrian safety and a desire for an elevation difference or barrier between the cycle track from the sidewalk. He cited specific concern about the Railroad Park and the importance of maintaining green space in the corridor, noting that SDOT should post signs to keep cyclists from riding through the Railroad Park. His constituents are also concerned about back-in parking and the effects of instituting parking restrictions on the southern part of the corridor with no restrictions at the north end.
- Peter Schrappen, Lake Union marina operators and boat moorage tenants, reported surprise at hearing at the open house a design speed of 15 to 20 miles per hour for cyclists. He was also disappointed that there was no mention of speed bumps in the parking lot to make it less attractive to people riding bikes. In addition, he hoped to work with Sam to resolve Nautical Landing Marina's concerns over the split in the cycle track at Waterway #1.
- Martha Aldridge, Lake Union Park users, called for bike behavior enforcement to be part of the conversation. She also reported concern over loss of green space and an increase in water run-off.
- Warren Aakervik, Freight interests, reported concern over pedestrian safety when crossing the cycle track. He called for lighted intersections at areas of heavy pedestrian traffic, such as the AGC Building.

Presentation: Open house summary

Dawn Schellenberg, SDOT communications lead, provided an overview of the October 2014 project open house.

She reported that more than 400 people attended the open house. The majority of the attendees were

from the Westlake Corridor, with good representation also from surrounding neighborhoods.

The majority of comments received from the open house addressed safety concerns. The most common sentiment was that the cycle track would increase safety and predictability, but concern for pedestrian safety was also common. People were also concerned about effects to businesses, both due to parking loss and difficulty navigating the cycle track.

- Peter asked if people shared concerns regarding deliveries and dealing with one-way circulation in the drive aisle.
 - Dawn responded that some commenters certainly mentioned this, but it was not a common theme that arose when analyzing the responses.

Dawn explained that many commenters provided design suggestions, including connections at the north and south ends, the two-way split at Driveway #12, making pedestrian crossings visible, and expanding landscaping. She noted that SDOT had created a community proposal document that made more transparent how design decisions were made, and that it would be updated and posted online the next day to include Cam's most recent suggestions.

Dawn noted the feedback on public art, explaining that SDOT desired art that captured the unique nature of the corridor.

- Cam reported that his constituents hope the art will reflect the maritime nature of the community.

Parking management plan

Mike Estey, SDOT parking manager, presented a revised parking management plan. He noted that the project team held two parking roundtables in the corridor in October and November 2014, which had been very informative to the parking management plan he would present. He thanked Karen, Martin, Cam, Devor and Peter for their participation in the roundtables.

Mike explained the parking management plan aimed to reflect the needs heard from the community, while staying consistent with public policy regarding managing parking in public right-of-way. He explained that the project team had revised the parking management priorities previously presented to the DAC based on feedback from the community roundtables. Mike described some of the priorities and parking management tools to address them:

- Reduce park and riders: This is a result of few regulations. Managing parking on both sides of the parking area and partnering with the Seattle Policy Department to enforce parking rules would help address this issue.
- Accommodate businesses and customers: By better managing the parking, more spaces will be available for all types of users.
- Ensure access for corridor residents: Live-aboard residents can apply for residential parking permit zones (RPZs), but employees and businesses will not be eligible for RPZs. Mike explained

that SDOT is looking at revising RPZ boundaries and would share more toward the middle of 2015.

- Martin noted that Mike had previously mentioned tools currently available to SDOT regarding RPZs and asked Mike to expand on this.
 - Mike explained that he understood there was concern the new demands on parking from the west of the corridor could impact the public parking area. The City is going to explore revising boundaries in the Westlake Ave N corridor parking area and noted this change would require a public hearing process.
- Accommodate moorage tenants:
 - Mike explained the City requires any vehicle parked in public right-of-way to be moved within 72 hours. Therefore, the project team is looking for tools to accommodate boaters within the 72-hour limit and that this is possible as part of a parking management strategy. SDOT has also been investigating partnerships with private parking in the area.
 - Martin asked if the 72-hour rule applied to RPZ holders, as well.
 - Mike said yes.

David distributed the draft parking management plan map to the DAC and the observers.



Aloha to Highland

- 4-hour paid parking on both sides
- Eliminate park and ride
- Accommodate short-term corridor users

Highland to Galer

- All-day (7-hour) paid parking on both sides
- Accommodate employees and moorage tenants

Galer to McGraw

- 2-hour paid parking on east side; all-day (7-hour) paid parking on west side
- Accommodate customers, employees and moorage tenants

North of McGraw: No restrictions

Figure 1: Draft parking management plan

Mike explained aspects of the proposed parking management plan:

- The parking management restrictions proposed would only apply on weekdays between 9 AM to 4 PM, which would be good for boaters who data show typically take trips on weekends and holidays.
- SDOT has heard concern from Kenmore Air concern regarding the lack of longer-term parking near their facility. SDOT recognizes the inconvenience and noted these customers can access the all-day parking a little farther north in the parking area.
- The two-hour parking limit was extended farther north to McGraw Street, based on feedback from the community roundtables.
- No additional parking restrictions were proposed for the north portion of the parking area because parking data shows there is more capacity in this area, and because many roundtable participants asked SDOT not to place restrictions in this area immediately. SDOT plans to collect data in this area in the spring and could adjust regulations if needed.
- The community has expressed they want changes sooner rather than later. Most of the changes on the map could be in place in the first quarter of next year.

The DAC asked questions regarding the proposed plan:

- Martin appreciated the presentation. He asked Mike if the plan takes into consideration the reduction in parking volume once the cycle track is constructed. He also asked if people would be able to extend their parking time from their office using parking apps, thus facilitating park and riders.
 - Mike explained that the parking management plan was based on data, feedback, and what will work based on uses and spaces. SDOT would adjust management strategies as they collected more data. He cautioned the DAC not to make assumptions on what would happen once the cycle track is built. He explained that the smart phone parking app does not allow someone to park in an area longer than the hour limit allows, as they have to enter their license plate number when paying for time. SDOT planned to partner with the police in order to discourage people from abusing the system.
- Cam noted that the parking area is much busier in the summer and asked that SDOT base decisions off of data collected at peak times.
 - Mike acknowledged that parking changes seasonally in the area, explaining that data is collected annually and on an ongoing basis via parking transactions. If SDOT sees a seasonal curve, they can consider adjustments for seasonality.
- Cam said he hoped SDOT would collect data in June and, if the new restrictions were found to have problems at that time, make changes immediately.
- Dave worried that implementing more regulations in the south end would lead to greater parking pressure in the north end, noting that some of his neighbors have had to park a quarter mile away from their residences. He asked how SDOT would collect parking data for the unrestricted north end.
 - Mike said SDOT would include the north end. He noted that they collected data in August and saw some additional pressure in the north end with the recent time restrictions added, but not enough to suggest changes at this time.

- Andrew Austin, representing non-vehicular commuters, asked if all-day spaces meant seven-hour parking.
 - Mike affirmed this, explaining that paid parking in the area would be charged at the City's minimum parking rate of one dollar per hour. Boaters who want to park for the full 72 hours could pay for three days in the all-day parking spaces by using the smart phone app or pay station.
- Thomas noted that during every DAC meeting he checks his Car2Go app and there are rarely many Car2Go cars in the corridor. He asked if SDOT had considered working with Car2Go to make it more accessible in the area, noting that he used it when boating in Eastlake and it worked well.
 - Mike said car sharing is popular and the City is exploring legislation to expand car sharing programs. He said they would be happy to talk to Car2Go and that much car sharing availability occurs organically in response to need.
- Thomas said it would be a good thing for the Westlake Stakeholders Group to explore.
- Warren asked if RPZs permitted someone to park in a two-hour space for a longer period of time.
 - Mike explained that RPZ permit holders could park anywhere in the corridor for 72 hours.
- Warren asked if the Westlake Stakeholders Group could buy their own car-sharing vehicle and obtain an RPZ for it.
 - Mike said the requirement for an RPZ is that the car is registered to a person who is a resident in the area.
- Cam asked if RPZs would be available for moorage tenants, noting that this would be a major factor in the survival of the maritime community and that this had been raised by the participants in every community parking roundtable.
 - Mary Rutherford, SDOT director of traffic management, explained that creating an RPZ for moorage tenants would require a change to the Seattle Municipal Code (SMC) and thus was outside of the Westlake Cycle Track Project scope.

Cycle track design progress

After a break, CJ Holt, SDOT project manager for design and construction, presented initial design details for the cycle track alignment. He began by thanking the DAC for their help in raising important design issues throughout their meetings.

- Amalia asked at what point in the design process the team was at.
 - CJ said they are at 30 percent design, which is considered preliminary or early design.

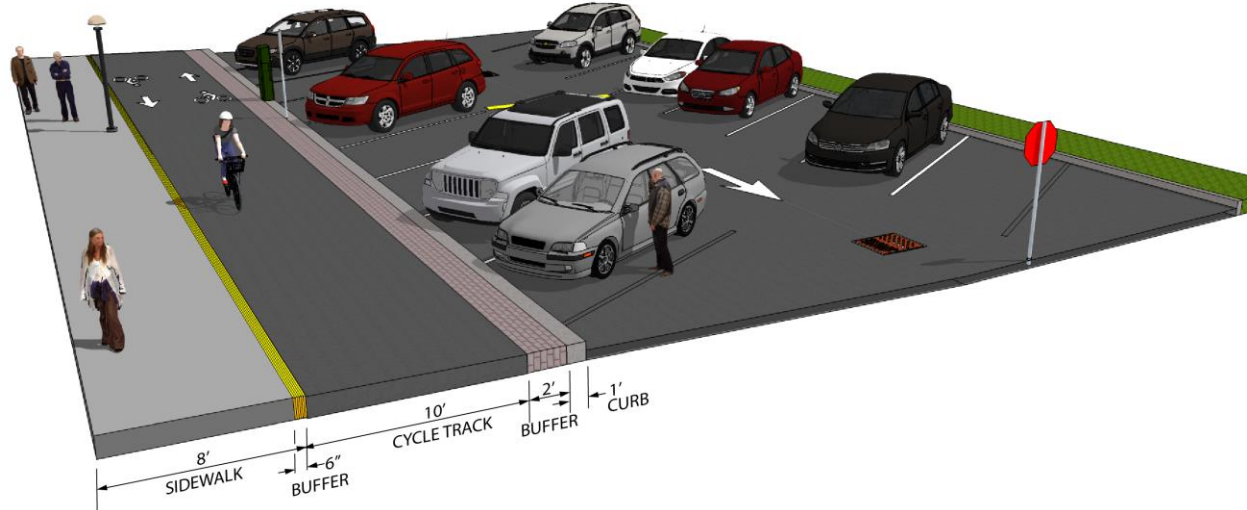


Figure 2: Sample cross section

CJ presented a sample cross section image, and the following key considerations:

- 8-foot minimum sidewalk, including a 6-inch buffer to separate the cycle track and sidewalk.
- Did not use a change in elevation as it could be a tripping hazard.
- Project team is considering different buffer treatments between the sidewalk and cycle track, such as directional tactile striping or a rumble strip, which is very uncomfortable to bike on and helps slow cyclists. CJ passed a sample rumble strip to the DAC members.
 - Cam asked for the manufacturer of the rumble strip.
 - CJ said there are numerous manufacturers.
- CJ explained there will be a 1-foot curb for car overhangs and a 2-foot buffer between cars and the cycle track.
- Speed humps would be in the parking area to discourage people on bikes from riding in the area and to encourage slow driver speeds. Stop signs would be at major driveways.
- The current design includes front-in angled parking on the east side and back-in angled parking on the west side to help ensure vehicles do not encroach into the parking area drive aisle.
- Martin expressed concern that unloading from the trunk of a car would be dangerous if backed-in to a parking spot adjacent to Westlake Avenue N, as well as concern that it would be difficult to push a cart from the median between two parked cars.
 - CJ noted that the median between the parking area and Westlake Avenue N is 6 feet wide, and that people currently unload in that area frequently, but that the team would look again at the dimensions in this area.
 - CJ explained that the reasons for the proposed parking design are to keep people from unloading directly on the cycle track, to improve sight lines so bikes can see pedestrians and vice versa when they are walking between cars, and back-in parking allows more space to be dedicated to the drive aisle.
- Peter asked for the pros and cons of perpendicular and angled parking.

- CJ explained that perpendicular parking allows for more parking stalls, but requires a larger drive aisle. The design team is using perpendicular parking wherever possible, but in areas where the drive aisle is especially narrow, angled parking is used.
- Cam asked if CJ was aware of the mobile marine repair businesses in the corridor who need to unload large, heavy items that can't fit between two cars.
 - CJ said the team was aware of this need and could designate larger spaces or load zones to fit this need.
- Warren asked whether there would be speed bumps for vehicles or bicyclists.
 - CJ explained that the speed humps planned for the parking aisle would deter people from riding bikes in the parking aisle, as well as help control vehicle speeds. He noted there were no speed humps planned for the cycle track.
- Andrew asked what the composition and purpose of the buffer between the cycle track and the parking area.
 - CJ said it would likely be made of stamped concrete, as brick is hard to maintain. The buffer will allow for a one foot car overhand and give pedestrians a place to stand before crossing the cycle track. Pay stations would also be installed in the buffer area reducing the number of times people would need to cross the cycle track.

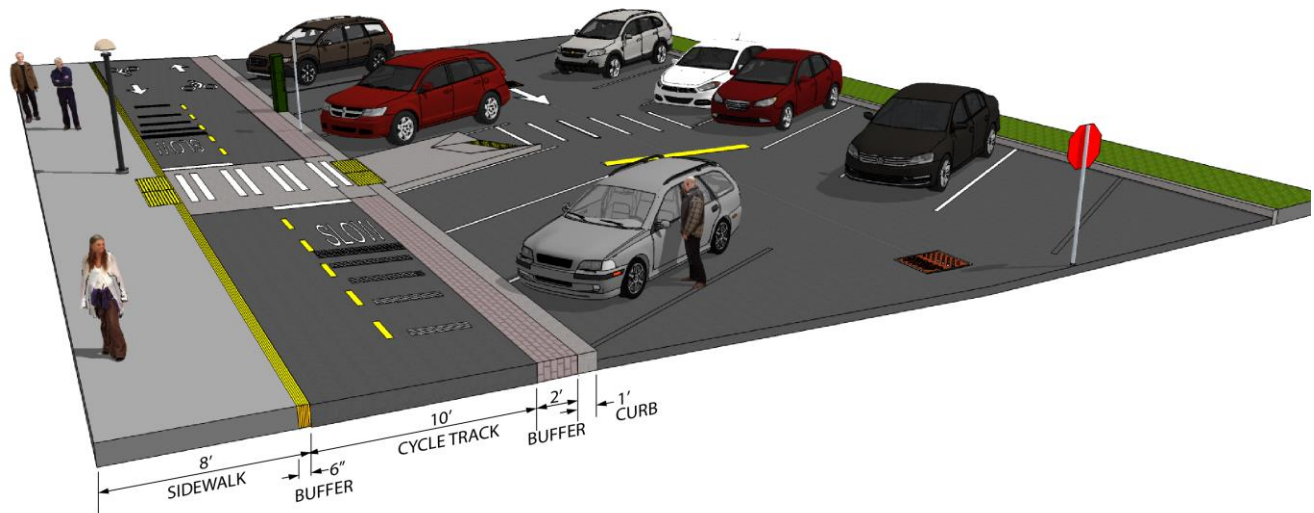


Figure 3: Sample cross section with pedestrian crossing

CJ presented a sample cross-section image with a pedestrian crossing. CJ explained that the crossing would be at-grade and extend into one parking space, accommodating ADA requirements. He noted this meant essentially one parking spot would be lost for every pedestrian crossing. In order to alert people riding bikes of the crossing, there would be a tapered rumble strip on the cycle track approaching the crossing, which may be extended across both lanes of the cycle track. This will make crossing obvious to people riding bikes and help keep bike speeds down.

- Thomas asked if the crossing would have a raised table top when extending into the parking area, similar to the Beacon Hill Light Rail Station.
 - CJ said it would be raised in the parking area and drop down at the curb ramp.
- Cam asked why a curb was used rather than wheel stops for cars in the parking area, as wheel stops allow people to push carts through. He noted trailers would have difficulty navigating the curb.
 - CJ said wheel stops are easily damaged and moved. In addition, the curb helps prevent people from driving onto the cycle track. The alignment maintains all existing driveways, which is what trailers would utilize.

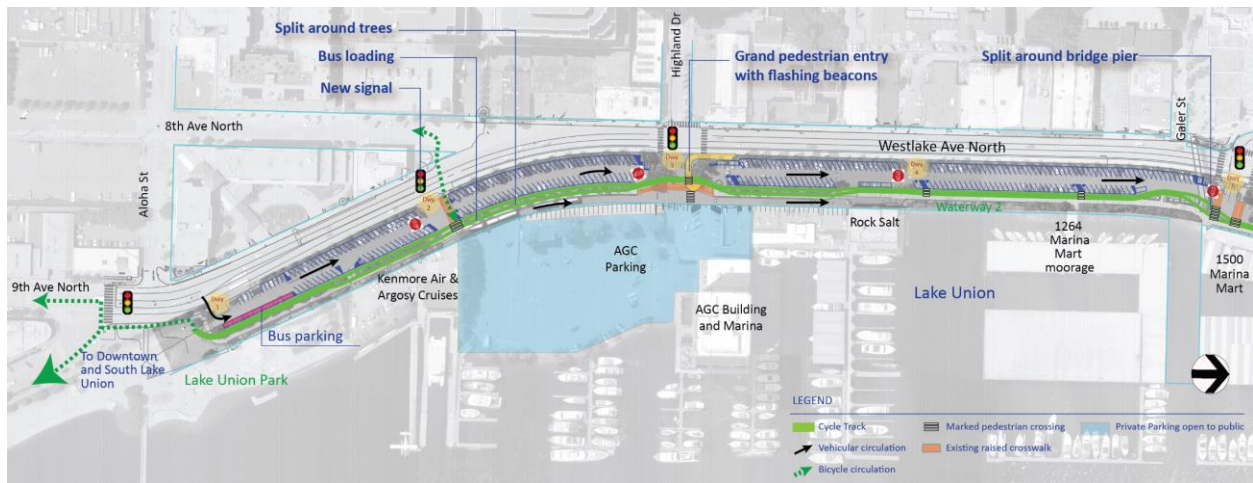


Figure 4: Driveways #1-5, Design progress

CJ provided a south to north segment by segment description of the cycle track design at this point:

- Track would be joined with existing sidewalk at south end.
- Cycle track would end at Ninth Avenue and Westlake Avenue N, allowing people riding bikes to go down Ninth Avenue or access South Lake Union using the existing sidewalk.
- Design team chose not to route cycle track through South Lake Union Park to reduce bike and pedestrian conflicts.
- At Driveway #2, team plans to install a signal to get bikes and pedestrians across Westlake Avenue N and to Eighth Avenue N. From there they could connect with Dexter Avenue N and Downtown.
- 80 to 90 percent of the parking spaces in this segment would be preserved, and the team thinks the number will be closer to 90 percent. Because primarily small cars are parked in this area, parking stall widths will be reduced from 8.5 feet to 8 feet.
 - Warren clarified that Ninth Avenue N is a signalized crossing.
 - CJ confirmed this, noting this icon had been erroneously left off the image.
 - Martin clarified that the red dots on the image signify stop signs.
 - Warren asked where load zones would be located and clarified that the 327 parking stall figure applied only to this segment.

- CJ said no loading zones had been identified for this segment, and confirmed that 327 parking stalls applied to this segment only.

CJ displayed a design rendering of the Highland Avenue N intersection and proposed grand pedestrian crossing, which would feature the following:

- Rumble strip on the cycle track leading to the crossing.
- Pedestrian and bike flashing lights that would be triggered when pedestrians walked between bollards located on the pedestrian path, or when bikes crossed in pavement detection loops.
- Raised crossings and green materials to alert drivers.
- Reduced shrubbery to improve sight lines.
 - In response to Warren's question, CJ clarified that the drive aisle would become one-way northbound in this area. Vehicles could access Westlake Avenue N from two spots (the drive aisle or the service lane), which would simplify the intersection and relive some of its complexity.
 - Amalia clarified that the image showed the treatment only for Highland Avenue N, not for all intersections.
 - Devor suggested that the pedestrian-sensing bollards be relocated from where the image showed them to detect people walking from the AGC Building.
 - CJ agreed this was a good idea.

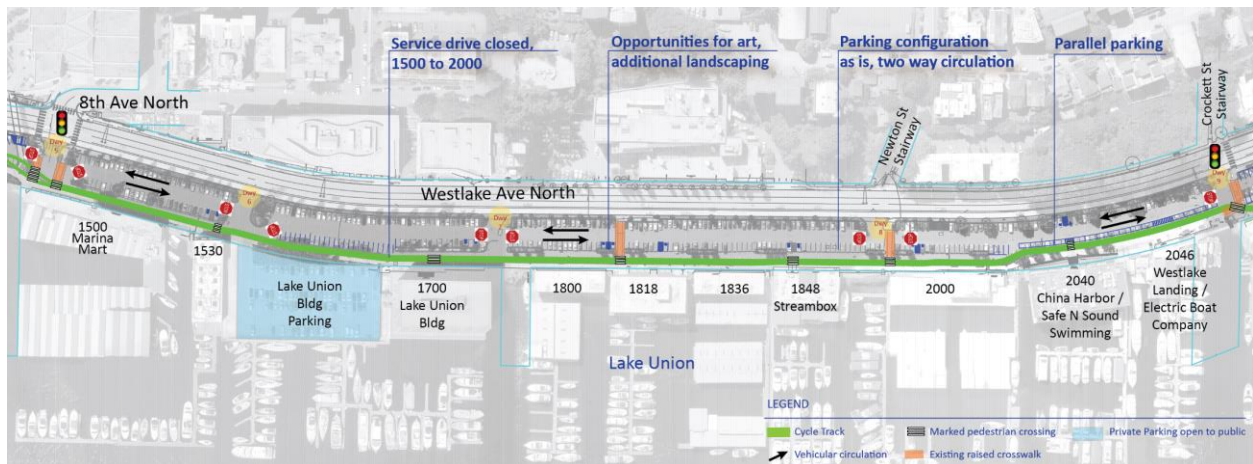


Figure 5: Driveways #5-9, Design progress

CJ provided an overview of the alignment for the central area of the corridor:

- Few changes from what had been previously presented for this area.
- Two-way drive aisle with perpendicular parking.
- The service lane would be closed, including the parallel parking in the service lane, which accounted for parking loss in this segment.
- While it is not enough to add more parking spaces, opportunities for additional landscaping and public art are possible in this area due to eliminating the service lane.
- The highest number of pedestrian crossings in this segment.

- Criteria used for selecting crossing locations included: place near existing ADA parking stalls; maintain existing crossings—many if not all leading to transit stops on Westlake Avenue N; provide a single, high-use crossing for buildings with multiple entrances.
- Alignment has minimum of 50 feet between crossings and maximum of 125 feet.
- Team is considering input from community when deciding where to place pedestrian crossings.
 - Cam asked if additional ADA spaces would be added.
 - CJ explained that they would maintain all existing spaces.
 - Dave asked what would keep bikes from riding in the drive aisle in this area, since it would be two-way.
 - CJ said there would be stop signs and they could consider adding more speed humps to the drive aisle in this area. Rumble strips are not planned for the drive aisle.
- Martin noted that the image erroneously listed the address as 20,000 Westlake Avenue N as opposed to 2,000.
- Cam asked why the service lane would be closed in front of the Lake Union Building.
 - CJ explained the service lane space is needed for the sidewalk and cycle track, and that outreach to impacted businesses in this area had been conducted.

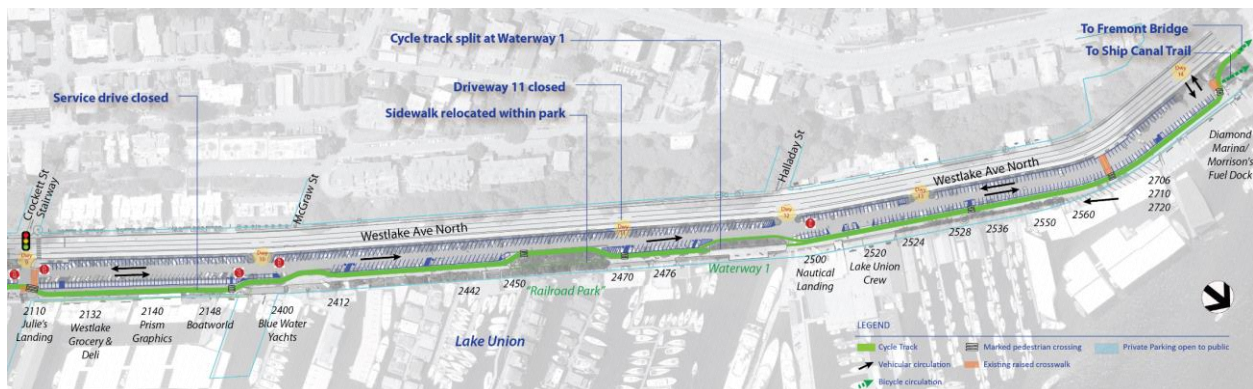


Figure 6: Driveways #9-14, Design progress

CJ provided an overview of the alignment for the north end segment:

- One-way northbound drive aisle between Driveways #10-12 with angled parking, due to input that southbound was too difficult for large trucks to make turning maneuvers.
- Two-way circulation between Driveways #12-14 with perpendicular parking.
- Drive aisle will be 19 feet wide. Parking stalls will be shallower, which is a deviation from the standard, but worthwhile to maintain a larger two-way drive aisle for large trucks.
- Railroad Park would be signed to prevent people from riding bikes through the area and direct them to stay on the cycle track.
- The cycle track treatment near Waterway #1/Nautical Landing is still being evaluated.
- Parking preservation in this area estimated between 85 to 95 percent.
 - Warren asked how fuel trucks would navigate this area, noting that it's difficult to enter from Halladay Street and that trucks need to pump from the right side.

- CJ explained the design team is considering hatches to allow fuel hoses to run underneath the cycle track.
- Amalia clarified that Driveways #10-12 would have back-in angle parking.
 - CJ confirmed that this would be present on the west side, but was not yet shown on the drawing.
- Dave noted that Driveway #11 is too tight for fuel trucks to use, and thus they utilize Halladay Street.
- Cam asked if entries and exits would be widened.
 - CJ said the driveways would not be reconfigured, but that if problems arose this could be reevaluated.
- Cam noted he'd requested markings be added to Westlake Avenue N to prevent cars from blocking the driveways.
 - Dawn said she would talk to the City Traffic Engineer about this.
- CJ noted that the team had decided to extend the closure of the service lane to include the area in front of Julie's Landing this improves sidewalk width and pedestrian access. Should pedestrian choose to walk on the cycle track, it could shift people riding bikes off. The removal of the service lane also provides the opportunity for two-way circulation in the parking area and perpendicular parking.
 - Cam noted that Prism Graphics uses this service lane for vehicles and boats they are working on.
 - CJ said the project team will work with Prism Graphics and the possibility of a permitted covered parking space to do their work.
 - Warren noted that the split in the cycle track at Waterway #1 could make the proposition of a hatch for fuel hoses under the cycle track difficult because of the distance.
 - CJ said the project team may consider splitting the cycle track farther south.
 - Cam noted that Lake Union Crew has a 75-foot trailer they need to bring through the parking area.
 - CJ said the current driveway configuration would be maintained.
- CJ noted the project team is still working on the north end connection. They plan to meet with Dave Morrison to ensure access is maintained for his fuel trucks.
 - John asked what will happen to the Ship Canal Trail, noting paving it would be helpful.
 - CJ said no changes were planned for this area, but SDOT could evaluate.
 - Cam asked if flashing signals were considered for pedestrian crossings, noting the heavy pedestrian traffic in summer and need for regular markings.
 - CJ said these will not be placed at every crossing, but the details are still being considered.

David extended the DAC discussion period by 10 minutes.

- Devor confirmed that pay stations would be placed in the buffer zone between the parking area and cycle track, noting this was a good idea because it lessened the need to cross the cycle track.
 - CJ confirmed this was accurate.
- Devor called for a more obvious separation between the cycle track and the sidewalk than the rumble strip, such as bollards or an elevation difference. He noted that a similar rumble strip is used in light rail stations to prevent people from standing near the train, but it is often ignored. Devor said if a change in elevation is used, bikes should be at a lower elevation, as there is a stronger incentive to bike down something than up and this would improve pedestrian safety.
- Devor noted that ADA ramps help boaters with carts, as well, and that people should not talk about crossings and ramps as “taking away parking spaces,” as crossings are integral parts of the parking area.
- Amalia said she appreciated that so many of the DAC’s questions had been addressed in the presentation. She asked if the parking area would be repaved.
 - CJ said they would not repave the parking area as the current pavement is in good condition.
- Amalia said she appreciates the pedestrian re-channelization, especially at Highland Avenue N, and feels many best practices for way-finding and safe crossings were being utilized. She noted that a similar yellow rumble strip is currently used on the Broadway cycle track and is visible from Google Street View if people wanted to see it.
- Dave thanked CJ for addressing several of the questions he had raised, noting his constituents would be happy to hear there will be some front-in parking. He said he likes the idea of adding a separation between the cycle track and the sidewalk, noting the rumble strip could be a solution to this. Tabling the crosswalks seems like a good idea because it heightens awareness. He is happy that green space may be added. Dave remains concerned about the lack of parking restrictions in the north end.
- Cam said the number one problem in the corridor is the high speed of people riding bikes. He said he could tell a lot of effort was being put forth to address this with engineering, but that a 10 mile per hour speed limit should be instituted and called on the DAC to overcome the state restriction on speed limits to institute this, noting that behavior will not change without enforcement.

Observer comments to DAC

- Comment 1 – A resident at 2420 Westlake Avenue N expressed the following:
 - Concerned about back-in parking. It is already dangerous unloading in the median near Westlake Avenue N.
 - Would bicyclists be able to cutting across the rumble strip to pass someone?
 - There is a major problem with sight lines at driveways, and it seems to have gotten worse.
 - How will people in the drive aisle know they are entering a one-way circulation area?

- The green paint used to designate cycle tracks in the City is difficult to see in the dark and rain. Could sparkles or something else be added to make it more visible?
- Comment 2 – If bike riders aren't prohibited from biking in the drive aisle, there will be more accidents. Bikes will continue to ride there because they're not held accountable for their behavior. Same is true for runners.
- Comment 3 – Commenter called for the needs of adjacent neighborhoods to be balanced, noting that Lake Union is an urban jewel.
- Comment 4 – A resident near Highland Avenue notes that there are poor sight lines from the AGC lower parking lot and this needs to be addressed.
- Comment 5 – Charging for parking spaces will raise the cost for employees in the corridor. Commenter noted that restaurants have already closed because staff can't afford parking and bus service to the area is insufficient. She also expressed concern about pedestrian safety crossing the cycle track. She noted that she maintains landscaping in the corridor and finds it dangerous to stand in the median next to Westlake Avenue N because of the traffic nearby. The commenter wondered if cyclists would be required to follow the one-way restrictions if riding in the drive aisle. She closed by noting that deliveries across the cycle track would be a major problem.
- Comment 6 – The commenter expressed appreciation for the proposed design for the Highland Avenue N intersection. He called for even more to be done to control traffic in the area, including stop signs for bikes.
- Comment 7 – Commenter counts 20 pedestrian crossings on the cycle track alignment and asked what these would look like. She also emphasized the importance of fire lanes.
- Comment 8 – Commenter appreciates that SDOT is studying the proposed cycle track split at Waterway #1, noting concern that the trucks for Nautical Landing Marina could make this unsafe.
- Comment 9 – Commenter said UPS and FedEx delivery trucks do not back up and will not pull into designated loading spots. Instead, they will unload in the drive aisle.
- Comment 10 – Commenter expressed appreciation to the DAC and project team for the time they had dedicated to the process and wished everyone a happy holiday season.
- Comment 11 – Commenter called on SDOT to immediately restrict people riding bikes from riding through the corridor if SDOT is concerned about safety, noting that SDOT prohibited right turns from southbound Dexter Avenue N onto westbound Mercer Street within 48 hours out of concern for bicycle safety.

Next Steps

David noted the next DAC meeting will be in February 2015.