
April 7, 2015
NE Ravenna BLVD
Protected Bike
Lanes
Open House

Meeting Summary

Seattle Department of Transportation

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Overview

On February 25, 2015, Seattle Department of Transportation (SDOT) staff briefed the Northwest District Council about this project, gathered feedback, and invited community members to the project open house April 7. On April 2, 2015, SDOT staff attended the Northeast District meeting and shared information about this project and extended an invitation for people to attend the open house April 7.

On April 7, SDOT hosted an open house at the Ravenna Eckstein Community Center from 6 to 7:30 p.m. A presentation was held at 6:30 p.m. followed by a Questions and Answers session. Notification included a flier mailed to 5120 residents and businesses from east to west between 1st Ave NE and 22nd Ave NE and from north to south between NE 70th St to NE 55th St. On April 11, door hangers were also delivered to properties along NE Ravenna Blvd between Brooklyn Ave NE and 15th Ave NE near the area where the removal of six parking stalls is recommended. The meeting was announced on the city events calendar beginning on March 10.

Approximately 54 people attended the Open House. Comments along with technical analysis will be considered in finalizing the most promising route and recommended traffic safety improvements.

Comment Sheet Summary

The following information summarizes input from the comment sheets. In total, 30 comment sheets were turned in.

COMMENT SHEET 1

Crossing for bikes & peds very necessary to connect 62nd to new Cowen facilities. Make sure 62nd takes into account neighborhoods one-way mentality of using 62nd as an express lane.

Hazel Wolf school additional protection needed to keep cars passing buses out of bike lane b) make sure planners observe bike lane area @ school start and end hours c) recognize mixing zone @ 68th (kids, bike, cars, varied speeds

Intersections: lose small (?) slot lanes that squeeze bikes between two lanes of vehicles

COMMENT SHEET 2

Spend the \$ filling holes and cracks in the bike lanes throughout the city, not this project

COMMENT SHEET 3

Can we slow traffic down on Roosevelt + they get to Ravenna so they can allow for runners, bikers, walkers + park relax type atmosphere

COMMENT SHEET 4

Queuing of cars approaching Greenlake @ 65th. Cars feel entitled to (L) turn + cut in early + sit in car lane. How will that be addressed?

COMMENT SHEET 5

Vision???

The improvements east of 15th Ave NE should be deferred until there is a vision of how to connect the trails to the Gilman Trail & to the University of Washington

COMMENT SHEET 6

See if SDOT can prioritize repaving 17th Ave from Ravenna Blvd to NE 45th as this roadway provides a direct route to the University but is pot hole ridden.

COMMENT SHEET 7

Suggest looking to extend the bike path along 15th Ave NE southward all the way to Ravenna Blvd.

COMMENT SHEET 8

BICYCLIST SAFETY & PERCEPTION OF SAFETY A protected bicycle lane next to the curb – similar to the proposal on Cowen Place – would be safer for bicyclists as it would not require bicyclists & automobiles to cross paths at turnlanes – eg. Ravenna & 65th Ave NE. It would also solve the problem with safety/access in front of the school. It should also improve bicyclist flow at the intersection to Greenlake Way.

COMMENT SHEET 9

COST EFFECTIVENESS/SAFETY The proposed multi-use path from Cowen Place / University to 15th Ave NE will not be used by cyclists due to the poor transition from the path to the roadway at 15th Ave NE. Any bicyclist traveling east ward from Ravenna Blvd is inclined to head down hill to follow Ravenna. Furthermore, a cyclist will be on the right side of the road on Ravenna & then needs to cross to the other side of the road to meet the pathway.

COMMENT SHEET 10

PEDESTRIAN/BICYCLIST SAFETY The intersection at Cowen Place & Ravenna Blvd has poor sight lines and is too large. Pedestrians on the west side of Cowen Place/University are difficult to see and I have had difficulty seeing pedestrians. There may be a need to reduce the size of the intersection or build pedestrian islands or curbs to improve safety.

COMMENT SHEET 11

COST EFFECTIVENESS The path along NE 62nd will not be used by bicyclists as there are easier and more direct routes that cyclists will take. It will be a waste of money to add signage to this street when cyclists will bypass & head through the park along the old trolley line on the south side of the park.

COMMENT SHEET 12

My concern is sidewalks – the lack of them, especially in all school zone areas. Children at some schools (eg. Dectier, Wedwood) are forced to walk in the street in some directions. I urge you to make this a priority for the sake of children lives; sidewalks in all directions within every school zone. I recognize that this is not directly related to bike lanes, but pedestrians are important too!

COMMENT SHEET 13

Move bikes off the main street arterial onto side street, streets where people are going 20 mph, safer for bikers & drivers will be happier too.

COMMENT SHEET 14

Bike along old railroad grade on south side of Ravenna Park between 15th + 20th. Even though gravel. It's still commonly used by cyclists. Many more would if access to the trail off of 15th much earlier.

COMMENT SHEET 15

Thank you for dedicating time + resources towards vision zero and this specific project. I ride Ravenna frequently with my kids (ages 5, 4, 1) on my bike to get groceries, take kids to music classes in the U district, head to the zoo or Greenlake, etc. I am looking forward to enhanced safety and hope someday the posts can be made of a more protective material. I would like to see specific focus on intersections esp. crossing 15th to access 62nd, the intersection, w/Ravenna at Greenlake and a focus on safety getting kids to school. + I5 intersection – making predictable.

Cost of flower planters versus plastic poles? I imagine it is substantial but use of term “protected” seems off. I liked Tim King’s bike box idea! That 65th/Ravenna intersection is so tricky, people have yelled at me + kids there, have had giant hummers in our lane, etc.

COMMENT SHEET 16

PEDESTRIAN SAFETY There is a need to sidewalk improvements on the east side of 15th Ave NE at Ravenna Blvd. There is no walkway for pedestrians traveling north-south.

COMMENT SHEET 17

BICYCLIST SAFETY The bike lane going eastward from University Ave to 15th AVE will require the bicyclist to transition from left side of street where the bike lane is to the right side of the street when the bike lane ends on Ravenna Park.

COMMENT SHEET 18

As a parent of two small children (ages 1 & 4) living on 63rd St & 23rd Ave NE, I strongly support all of the proposed improvements to accommodate bicyclists & slow down motor vehicle traffic to reduce the risk of fatalities & injuries from collisions. In particular I favor installation of protected bike lanes on Ravenna blvd, Cowen Place and 15th Ave NE, as well as wayfinding and signage to enable two way bike travel on NE 62nd St. I ride that way nearly every day and this accommodates me.

COMMENT SHEET 19

FANTASTIC! Please do it! Especially the new infrastructure which will narrow car lanes to appropriate widths, slow traffic, make it easier for pedestrians to cross, and provide a way for me as a biker to get (nearly) home on bike facilities. Next up: 65th Street lanes. You can do it!! I will help :)

COMMENT SHEET 20

Traveling east bound on Ravenna, the preferred bike route in to turn left on Brooklyn, going around Cowen Park. This has a gentler grade and less traffic. Westbound there is an existing separated bike lane from 15th Ave to Brooklyn.

COMMENT SHEET 21

I am very concerned about the effect of parking on my street as a result of 65th Street bike lanes.

COMMENT SHEET 22

PLEASE PLEASE PLEASE CONNECT THE 12th Ave Greenway w/Ravenna BLVD!

COMMENT SHEET 23

Moving parking to N side Ravenna @ Cowen Pl (B/T Univ + Bklyn) is excellent idea. DO THIS! Next study a large circle in the Ravenna/Ave/Cowen intersections

COMMENT SHEET 24

This is going to be a great project. A few comments – 1) Greenlake/Ravenna intersection needs clearer paths for bikes approaching and turning, very confusing, 2) Ravenna/8th Ave NE for Westbound cyclists can be difficult to cross 8th at stop sign since N-bound traffic doesn't stop. Needs N-bound stop sign for cars – 3) 11th/ Ravenna needs good markings for cyclists turning left from 11th on top Ravenna (W-bound) Thanks!!

COMMENT SHEET 25

1 Pedestrians and bikes need a safe crossing at 15th either a marked crosswalk at 62nd or 63rd. 2 School zone in front of Hazel Wolf K8 (and temporary schools once Hazel Wolf moves) needs safety

improvements. Observe the traffic between 8:10AM – 8:45AM and 3:10PM – 3:45PM to see the mixing of school buses/Metro buses, cars, pedestrians and bikes. This area is dangerous for peds and bikes.

COMMENT SHEET 26

Please add walking flags, crosswalk something to help walkers and bikers get across 15th NE, 62 north of bridge. Lights – signs anything. Signs not to block 15 Ave street at Niaomi St. even buses block access. With fewer lanes the line is longer + people not as considerate (NE 65 + 15 NE are race tracks after) Where left crosswalk across 15th onto 65.

COMMENT SHEET 27

I fully support & applaud the Ravenna PBL project! I hope there's money in the budget to also improve various intersections to calm traffic, help pedestrians cross, and show bikers where to go. Ravenna blvd/greenlake is a big one that needs help, but there are lots of others.

COMMENT SHEET 28

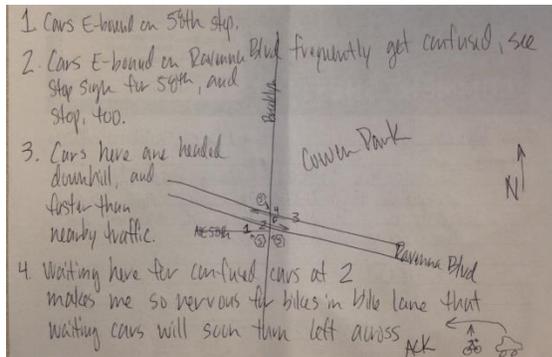
I support allowing 2-way bike traffic on 62nd St. I also support extending the eastbound bike lane on Ravenna Blvd & removing parking there. However, I don't see the need for the posts on Ravenna. The recent creation of buffered lanes here a couple of years ago has resolved most of the safety issues here. Those posts are really ugly and will ruin the beautiful boulevard. Isn't there some other treatment you can use here?

COMMENT SHEET 29

I travel along NE Ravenna Blvd at night. I often see cars come off the I-5 N off ramp, turn left onto Ravenna w/out giving cyclists time to make it safely across that intersection after bikes and cars are stopping at the stop sign. Cars regularly drive in the bike lane at that point to turn left on 65th or to U turn to get onto I-5 S on-ramp. I think a lot of drivers are unaware it's a bike lane, maybe out of towners, due to the I-5 access there. LOTS of need to bring visibility to cyclists/bike lane there.

COMMENT SHEET 30

I hate the Brooklyn/Ravenna Blvd/58th intersection. As a driver, a rider, and as a pedestrian. It's big, parts of it are fast, and the signage causes confusion.



Appendix A: Raw Data

Below is a summary of the comments received at the open house during the Q&A session:

- Excessive speed driving WB past Cowen Park
- No sidewalk on north side of Ravenna along Cowen Park
- Angled parking on Ravenna a potential?
- Parking - Protected bike lanes along Ravenna
- Poor drainage on Ravenna
- How is community-input taken into account?
- Mixing zones between cyclists, buses, children crossing the street
- Loading zone issues near school
- Issues of crossing / collisions at intersections
- Think about transition zones
- Concern about metro buses in bike lane or oncoming travel lane
- Not everyone stops at stop signs
- No stop sign from NE 65th to Ravenna on Brooklyn
- PBLs on NE 65th?
- Need for crosswalk at NE 62nd & 15th Ave NE
- Useful to connect to 12th Ave NE NGW
- Ravenna is very steep past University
- Support bike/pedestrian safety improvements
- Ravenna used heavily by joggers
- Perform pedestrian counts
- Degraded pedestrian crossing at Cowen & 15th
- Concern with people exiting vehicles into the PBL, including ADA spaces
- Why not connect along south side of Ravenna Park, east of 15th Ave NE
- Rather see money spent on filling pot holes
- Near collisions seen at intersections, very confusing (12th)
- Put crosswalk on west side of intersection at 12th & Ravenna
- Put in dedicated bike signals

- Concern with cyclists on main arterials (specifically Roosevelt & 12th/11th)
- How will the 5-way stop at Green Lake/Ravenna be treated?
- The problem is the intersections- reduce size of intersections, better paint & signage at intersections
- Install intersections guidelines for turning cars
- Issue with drivers exiting I-5
- Focus on intersections
- Plastic poles look cheap, get broken
- Issues with I-5 on & off ramps
- NE 62nd is hilly; doesn't connect to much
- How do you evaluate projects? Measure business impact. Measure traffic on side streets
- This is a key connection for families and children
- People driving in the bike lane at 12th
- Use green paint
- Think about further connections east toward BGT & 39th NGW
- Get rid of left turn lanes on Ravenna at intersections
- 8th Ave NE slip lane a concern
- Make sure cars don't see bike lane as passing lane
- Old drainage grates that bike tires can get stuck in on Ravenna & Green Lake