

Westlake Cycle Track Public Open House and Public Comment Summary

Overview

On May 21, 2014, the Seattle Department of Transportation (SDOT) hosted the second public open house for the Westlake Cycle Track project. The meeting was held from 5:30 to 8:00 p.m. at Fremont Studios in Seattle's Fremont neighborhood. More than 480 people signed in at the event. A total of 232 individual written comments were received either at the open house or online in the two weeks following the open house (this number does not include comments submitted on roll plots of the area).

At the event, attendees were able to:

- View a series of display boards featuring information on project goals, unique needs of the project area, traffic and parking studies, and design objectives
- Submit feedback on roll plot maps of the project area
- Submit feedback on individual 11"x17" maps of the project area, divided by segment
- View slideshows and video footage of the Westlake corridor and its current usages
- Meet one-on-one with members of the project Design Advisory Committee (DAC) and project staff
- Watch a project overview presentation
- Participate in a moderated question and answer session with answers provided by a panel of project staff

Each attendee was provided with a meeting guide, project fact sheet, and comment form upon entering the public meeting. Blank comment forms were also distributed throughout the event space along with boxes to collect completed comment forms. Four laptops were set up for attendees to enter comments.

The display boards, fact sheet, and comment form were also made available on the project website for those unable to attend in person.

Meeting goals

- SDOT shares progress made since the October 2013 open house
- Community members meet their DAC representatives
- Community members review data collected to date
- SDOT collects feedback from community members on areas of special interest in the Westlake corridor

Key findings

- Safety was the primary concern, shared by nearly 45 percent of meeting commenters. Cyclists felt unsafe sharing undefined space with vehicles and pedestrians, while drivers and pedestrians felt many cyclists put them in danger by riding quickly and disobeying traffic rules.
- The remaining top issues raised by commenters were: general bicycle comments, parking concerns, business impact concerns, parking ideas and/or concepts, speed concerns (for bicycles and vehicles), conflicts among travel modes, connections to other trails and bicycle/pedestrian networks, bicycle commuter concerns, and discussion of Dexter Avenue N. as an alternate bike route.
- The most represented zip codes were 98109, the project area zip code, and 98103, the zip code immediately north of the project area.
- Ideas to manage parking in the Westlake Avenue N. corridor included charging for all available public parking, increasing the amount of metered public parking, validating public parking for visits to adjacent businesses, and selling parking passes to residents and boat owners.

Continue reading for more information on these topics.

Meeting notifications

SDOT used the following tools to publicize the open house:

- Postcards delivered to approximately 44,800 residents and businesses in the project area and general vicinity
- Email announcement to 674-person listserv
- Announcement on project website, SDOT Facebook and SDOT Twitter accounts
- Spanish radio advertisements
- Announcements at Design Advisory Committee meetings

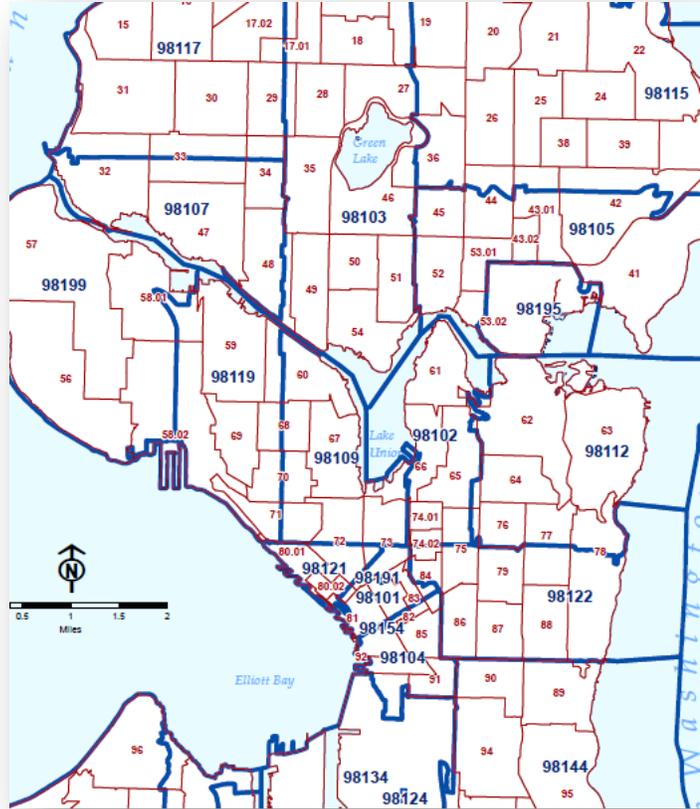


Postcard mailed to residents announcing the open house

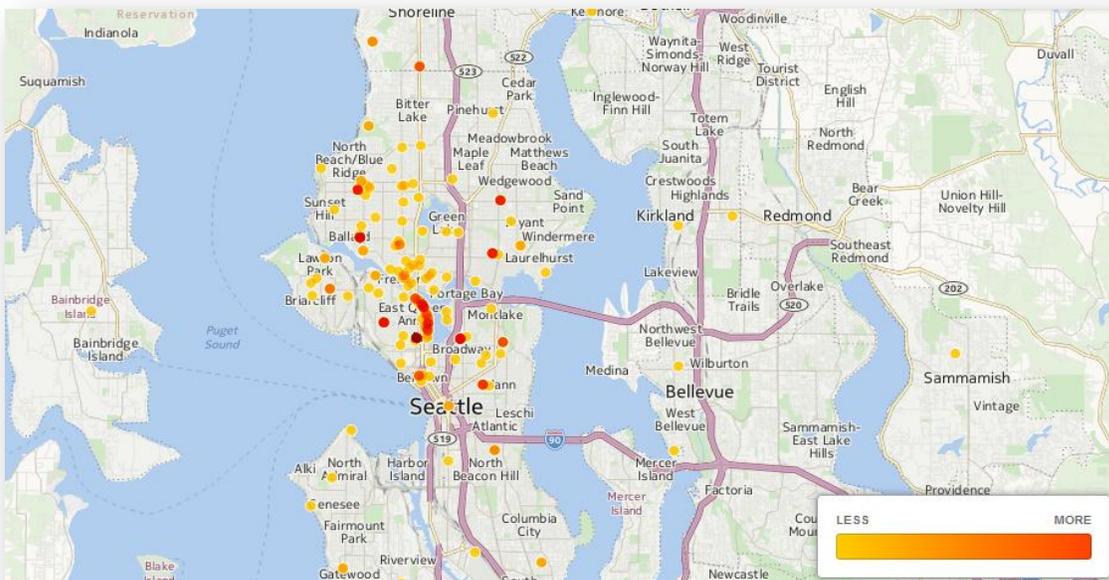
Meeting attendee demographics

A total of 527 open house attendees and commenters provided their zip code, displayed below (zip codes shared by fewer than 10 attendees show in “other”).

Zip code	Quantity	% of attendees (providing zip code)
98109	185	36
98103	99	19
98107	37	7
98102	30	6
98117	22	4
98119	20	4
98105	18	4
98115	16	3
98199	10	2
98112	11	2
98122	10	2
Other	69	11



Heat map of attendee addresses



Comment summary

Comment process

SDOT provided meeting attendees multiple options for providing feedback about the project:

- Written comment forms at the open house
- Online comment form, available on the project website from May 21 to June 4, 2014
- Aerial roll plots of the project area to write comments

In addition, individual 11"x17" maps of the project area divided into segments were provided with question prompts to aid discussion with project staff, DAC members, and fellow meeting attendees.

Data analysis

Project staff categorized all written and online comment forms by topic and conducted a qualitative analysis for major themes. These themes and key findings are described below, and topics are shown by frequency in Appendix A.

Feedback provided on roll plot maps is displayed in Appendix B. The design team is considering this information, along with all comments provided on 11"x17" maps of the project area.

Key themes

Safety

Safety was the most frequently shared topic. Safety was a common concern for cyclists, drivers, and pedestrians, regardless of their stance on the project. Many users described feeling unsafe travelling in the Westlake corridor because of the lack of predictability as bicycle, pedestrian and vehicle modes mix. Others described crashes or near crashes between cyclists and drivers or pedestrians.

Those in support of the project cited a protected bike facility as the solution to improving predictability and safety in the corridor. Some noted that they did not currently feel comfortable biking in the area, but looked forward to commuting by bike or recreating with their family once the facility is built.

Many pedestrians and drivers reported feeling unsafe in the corridor because of fast and unpredictable behavior by cyclists. Some of these comments commended a bike facility as a solution to this problem, while other people felt that a bike facility would do little to improve unsafe cycling behavior.

Representative comments:

"I strongly support creating a safe biking corridor for Westlake. I bike that way to work every day and have had many close calls with cars moving about the parking lots. Thank you for taking this on. I'm afraid it's only a matter of time before somebody is seriously hurt..."

"I routinely frequent 3 separate businesses along the route of the Westlake Cycle Track (one of them, Safe N Sound, every week), and park in the lot. I also ride my bike there. I don't find the current parking situation to be onerous, so losing a few parking spots should not be all that bad. But I do feel that it's probably the most dangerous place I ride on a regular basis, which is unfortunate. If there were a bike path, I would let my kids ride their bikes to swimming, but right now it's just not safe enough. I support the project..."

"We who live and work along the Westlake corridor have no other option for parking. If a significant portion of our parking is reduced, it will have a potentially devastating effect on businesses. Cyclists do have other options. They can use routes or they can continue to ride through our parking lot but improve safety if slowing down. Nearly every close call I've ever seen in our parking lot was caused by excessive speed of the cyclist..."

Parking concerns

Parking was one of the most common issues cited in the comments. Several of these comments voiced concern that a reduction in parking would have detrimental effects to area businesses, residents, and moorage tenants.

Representative comments:

"The potential loss of parking on Westlake could cripple dozens of small businesses like mine. I'm a psychotherapist in private practice. My clients come to see me, most drive. In just the 1800

building, I am one of 21 clinicians - all of whom need parking for clients. I pay B&O tax as do all my neighbors. This could make me move out of city, though I have a lease through August of 2016."

"Please do not remove parking spaces on Westlake, especially on the north end, we keep our boat moored at Diamond Marina and it is already difficult to find a reasonably close parking spot on warm summer days. (Flaws in the study online include: data collected in fall-September-not warm, number of parking spots seems like a lot, but there is 1 mile of distance from Diamond Marina to parking garage - too far to park)."

"With the impending bike trail, please note that we have been boat tenants on Westlake for 25 years now (liveboards for 20). In retirement we pay property taxes and a host of taxes associated with our moorage fees. We pay for parking often just to go to our boat; while the entire Westlake side of parking lot remains a "Park and Ride" of free parking for the workday crowd. Serious consideration should be given to folks like us who do own a car and wish to access our boat throughout the year. How can a bike path take precedence over the thousands of moored boats mostly accessed by car?"

"I strongly object to parking and lanes being taken away to build bike lanes. Reducing the driving lanes from a 4 lane road to a 2 lane road would greatly increase congestion as people are constantly turning into the businesses, residents, and side roads that line the street. Removing the parking would negatively impact the local businesses and residents, as these parking spaces are occupied the majority of the time by guests, shoppers, residents, and commercial personnel."

Parking ideas/concepts

Many people commenting believed that much of the parking is being occupied by "park and riders" – commuters in South Lake Union or downtown, and people who park in the lot to start a bike ride – as opposed to Westlake residents, employees, and customers.

Charging for parking throughout the entire corridor was the most frequently cited solution. Other suggestions included:

- Increasing metered parking
- Parking zoned for limited times
- Validated parking for area businesses
- Parking passes for residents and boat owners
- Sell City-owned parking spots to businesses
- Development of new over-water parking

Business impacts

Several people were concerned the cycle track would have negative impacts on area businesses, both because of potential reductions in available parking for customers and marina users, and because of

difficulty crossing the cycle track for deliveries and marina usages. Some commenters requested an economic impact study, while other commenters felt that the cycle track would have positive impacts on area businesses.

Representative comments:

"I have a retail business at street level that is very dependent on parking which is already almost unavailable at many times. We pay city, state and federal taxes and have 3 employees that are paid much better than minimum wages. My store brings in much of its sales from out of the area customers who must have convenient access to the store."

"I personally and for my business believe that a bicycle track on Westlake will be one of the biggest mistakes this city will make. Not only will it be devastating for ALL businesses, but the UNSAFE traffic chaos will affect everyone--Bikers, walkers, cars, trucks and delivery vehicles. This plan should either be canceled or postponed until a decision is made for light rail!"

"I work at 1633 Westlake Avenue N, and I walk to and from work every day. As such, I am constantly aware of the friction caused by having bicyclists and pedestrians share the same space. Because I have been disappointed to hear that there has been a lot of negative feedback, I wanted to add my voice to those strongly in support of the cycle track. I believe its implementation will have a positive impact on me, the business I work at, and those who use the corridor with me."

"If you do look at economic impact, be sure to look at the impact of all the businesses in South Lake Union and the reasons they are locating there - the ability of their employees to get to work by bike, transit and walking is very important!"

Bike commuters and recreational riders

The majority of those who described currently biking through the corridor were bike commuters. Some commenters said they would bike recreationally in the corridor if a safe facility were constructed. Some area residents and business owners also described biking in the corridor and felt a cycle track would improve this experience.

Representative comments:

"I ride through this area regularly for work and pleasure. I would love to do it with my wife and kids but they would never put themselves at risk like that."

"I own a technology based company that moved into the Westlake area 2 years ago, because of its location to amenities and beautiful surroundings... Separating cars and bikes with a dedicated bike area would be huge and well received... In general the dedicated bike path is very much needed and we do not care the impact on number of parking slots since a high percent are people that are using the space as a park & ride."

“When biking to this meeting on Westlake I was almost hit by two cars backing up. I also own a boat that is moored on the Westlake corridor. If this cycle track isn't built, I will most likely move for a better bike commute to work and thus move my boat.”

“I strongly support a fully separated cycle track. As a resident since 1982 and a bike commuter in Seattle since then, I firmly believe that the safest solution is as much mode separation as possible. Westlake is the logical, flat, direct to S downtown route...”

Traffic rules for bicyclists

Some commenters cited cyclists as the cause of unsafe conditions in the corridor. In general, they encouraged enforcement of traffic rules (speed limits, yielding, licensure, etc.) for cyclists. Some felt these rules would eliminate the need for a bike facility, while others argued that the construction of a bike facility without this enforcement would not improve safety.

Representative comments:

“I am a live aboard yachter at the AGC Marina. I have been here for a year now and can't for the life of me figure out what Seattle cyclists think. I have been all over the world and have witnessed effective commuting by cyclists amongst motorists with no extra infrastructure provided. If cyclists observed the current laws and rules there wouldn't be an issue...”

“This idea of adding a dedicated bike lane without making any behavioral changes to the bike riding community is a waste of funding and time. The main problem continues to be a lack of any training or rules by the majority of the bike riders. They practice nominal safety behavior. Any change like this without requiring riders to use it will not solve the existing problems. It will only drive more businesses away...”

“I support a separate and distinct area for biking. However 10 feet wide and a completely separate walking path that bikers also use seems excessive. It seems the bike designated area would become the "fast" lane and the other would remain to be used by bikes. I currently live in a floating home and the bikers that use the area currently are aggressive, fast and rude (fly past vehicles going slow, etc).”

Design ideas

Some comments provided input on the preferred location for the cycle track and/or commented on the alignments. Various locations were preferred and opposed at a relatively equal rate. Those supporting the path along the east side of the parking lot felt it would be safer to be away from the traffic on Westlake Avenue N. and driveways. Those who suggested the west side of Westlake Avenue N. felt it would best preserve current parking.

In addition to commenting on the general location of the bike facility, some people provided design ideas. These included:

- Paint lines for a two-way cycle path down the center of the parking lot

- Adapt the existing service lane to function as both a service lane and a bike facility
- Widen the sidewalk and make it a multi-use trail with signs for where bikes and pedestrians should travel
- Elevated cycle track
- Speed bumps for cars and cyclists in the parking lot
- Street lights to reduce user conflicts at driveways and intersections
- Better sight lines
- Wider than 10'
- Fully separate path from vehicles (non-permeable)
- Mimic UW's treatment of Burke-Gilman through campus
- Make the parking lot one-way
- West side of lot shifted into Westlake Ave N. so it is only accessed from Westlake Ave. N, with angled parking so cars and cyclists are not mixing

Speed

Many pedestrian and drivers in the parking lot felt cyclists currently ride too fast through the area and called for an enforced speed limit for the cycle track. Others felt that the vehicle speed limit along Westlake Avenue N. and within the parking lot should be reduced in order to increase safety for all users. Some bicycle commuters felt the 10 mph design speed for the proposed cycle track was unrealistically slow.

Representative comments:

"Cycle track needs to accommodate higher speeds (15-18 mph) in order to be useful to commuter cyclists, if you try to design it for slower speeds, people will not use it, or use it less safely."

"Design for Commuting Speeds: The Westlake Cycle Track needs to support the needs of bicycle commuters. On this flat pathway, speeds of 11 – 16 MPH are likely by typical cyclists. The cycle track should be designed to function well at speeds of at least 15 MPH. One panelist correctly pointed out that the cycle track needs to serve multiple classes of users. This should include bicycle commuters at speed. If the cycle track is not for commuting speeds, then another suitable facility needs to be part of the project. The project is hardly worth doing if bicycle commuters are excluded."

"Can the speed on Westlake be reduced? Many people drive 40 mph +, which makes the choice between the lane and a 10 mph bike lane a non-choice."

"Please consider lowering the speed limit on Westlake for fast riders, a cycle track probably won't work. The Westlake corridor is fairly unique in the city in that, if one doesn't ride in the cycle track, there is no safe alternative. Lowering the speed limit to 30 mph would make Westlake Ave a reasonable alternative. Thanks"

Dexter Avenue N.

Many people suggested diverting cyclists to the existing bike lane on Dexter Avenue N. as an alternative to constructing a cycle track in the Westlake corridor.

Representative comments:

"The city (actually taxpayers) already spent millions of dollars converting Dexter to a major bicycle path to the detriment of cars! Make the bicyclists use this bike path! A path for bicycles on Westlake is REDUNDANT!"

"[W]ho pays the most taxes, business tax, car tax, gasoline tax, real estate tax, and now parking tax also. These are the people who deserve to use this space. The new Dexter bike route is short distance away and cost many thousands of dollars. I am not anti bike, I love bikes and the mode of travel, but the parking is necessary for the water front community existing now."

Some cyclists noted that they did not feel comfortable biking on Dexter Avenue N. and theorized that cyclists would continue to use the Westlake corridor, regardless of whether a cycle track was built.

Representative comments:

"Dexter is not an available alternative for all bike commuters and riders heading to and from downtown. Adding a steep and difficult hill to my commute would add significant time and effort. I've only been riding on Westlake for a few weeks but I have already seen and had many close calls with drivers. But I still continue to ride on Westlake because it is faster and easier. Someday I hope to ride to Lake Union park with my children but now could anyone expect a child to make it up Dexter? And the current format on Westlake isn't safe either. More bikes are coming to Seattle and we need to find a safe way forward for them. Safety First."

"I bike to work year-round and live in Fremont and work downtown, so I support the Westlake bike lane. I really enjoy commuting by bike, because this is a very beautiful city and becoming more and more bike friendly. My daily bike commute tends to be: Going to work I travel up Dexter, but then I bike home via Westlake, because I love to view the sailboats on South Lake Union. Whether you install a marked lane along Westlake or not, bikes will continue to travel that route."

"We need a Westlake Cycle track! It is hard riding up the Dexter hill! I ride with my 3 year old to daycare downtown and really want a safe, and fast route into downtown that avoids hills."

Additional topics

Funding

Some comments addressed project funding. Some area business owners and residents noted that they pay taxes, and called on the City to require cyclists to pay cycle taxes or licensure fees to cover the cost of a bike facility.

Trail and network connections

Many cyclists commented that they currently use the Westlake corridor to connect to existing bike facilities and neighborhoods, but that they found the Westlake area to be the weak link in their commute.

Trees/vegetation

Some comments called on trees and vegetation to be reduced or removed to save space and provide better visibility.

Appendix A

List of topics and frequency

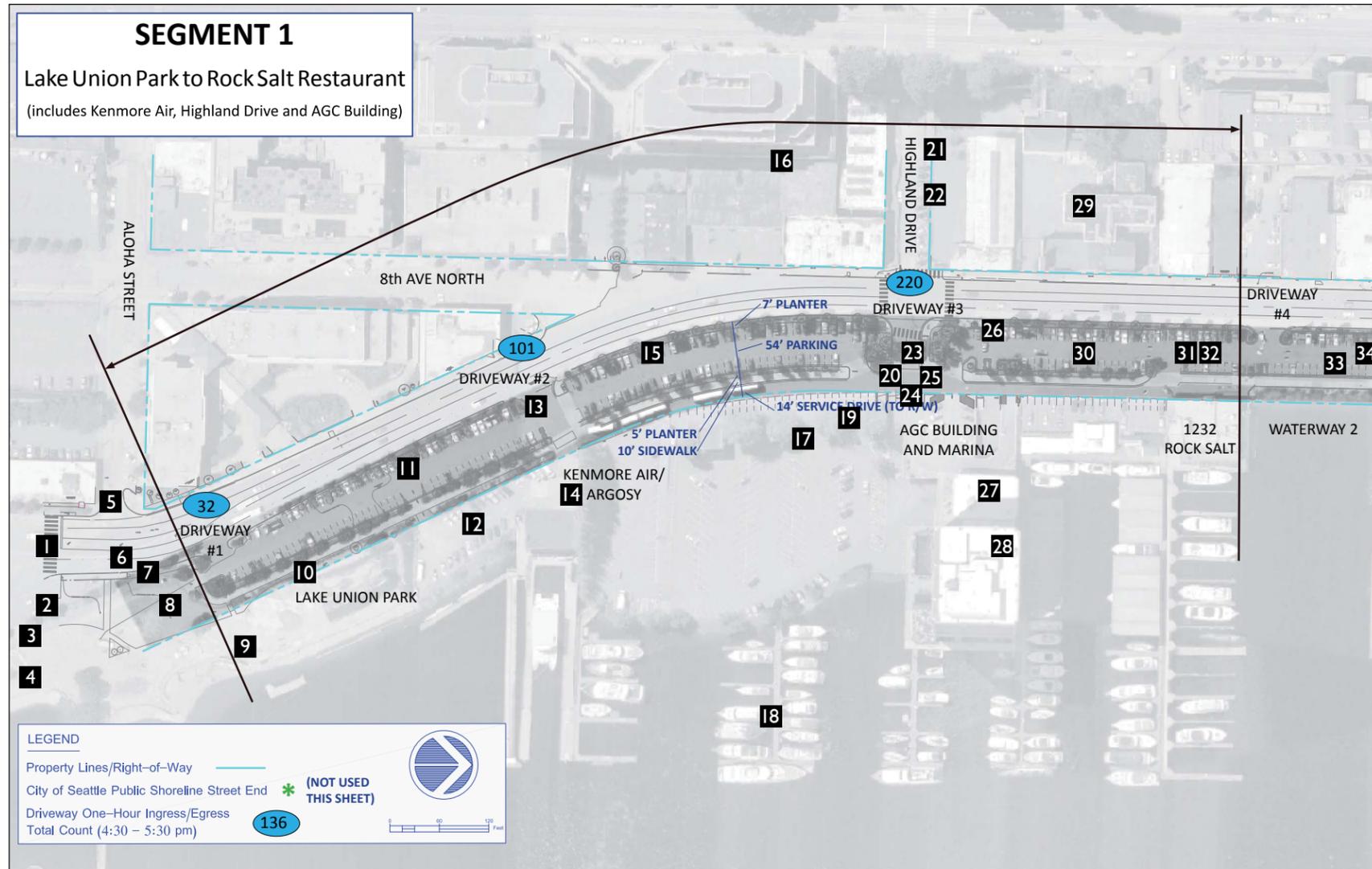
Total comments = 232 (Because comments could be tagged with multiple topics, percents listed total more than 100%.)

Topic	Quantity	%
Safety	104	45
Bicycle – general	84	36
Parking concerns	82	35
Business impacts	64	28
Parking ideas/concepts	62	27
Speed	55	24
User conflicts	51	22
Trail/network connections	43	18
Bicycle - commuter	41	18
Dexter Ave. N	35	15
Design ideas	31	13
Pedestrians	29	12
Vehicles	27	12
Signage	18	8
Funding	17	7
Residents	16	7
Public engagement	15	6
Accessibility	12	5
Access needs	11	5
Traffic	10	4
Property owner impacts	10	4
Transit	10	4
Trees/vegetation	10	4
Delivery vehicles	10	4
Bicycle - recreation	9	4
Freight	6	3
Other	5	2
Alignment concepts	3	1

Appendix B

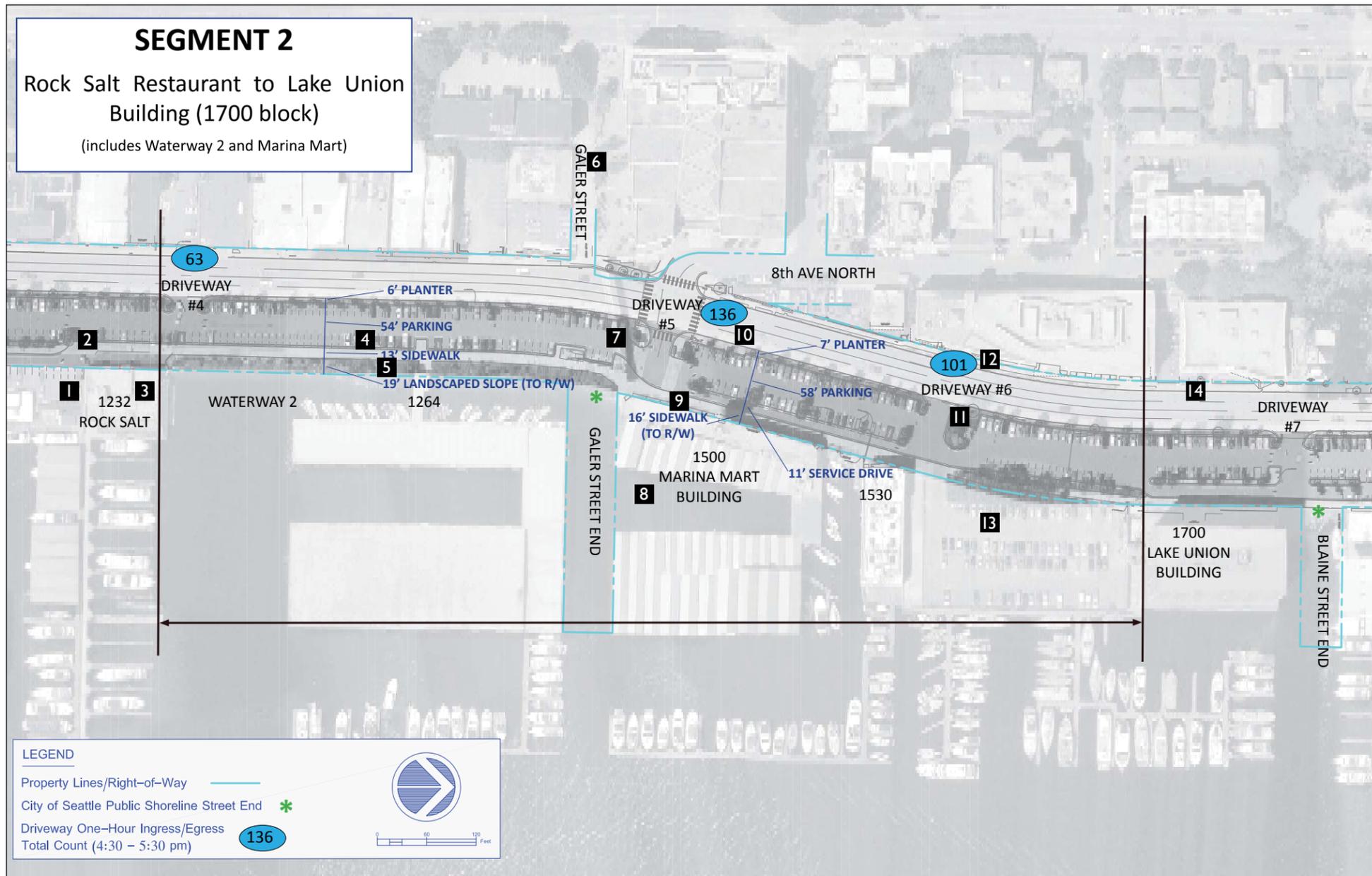
Annotated roll plot maps of the corridor

Meeting organizers divided the map of the project area into five geographic segments. These segments were presented as roll plots at the open house, with annotations showing major businesses and sites along the corridor. Attendees annotated the roll plots with notes indicating their observations and ideas for the corridor. The project team transcribed these annotations and numbered them to indicate where on the roll plot maps commenters placed their annotations. The maps and corresponding comments are shown on the following pages.



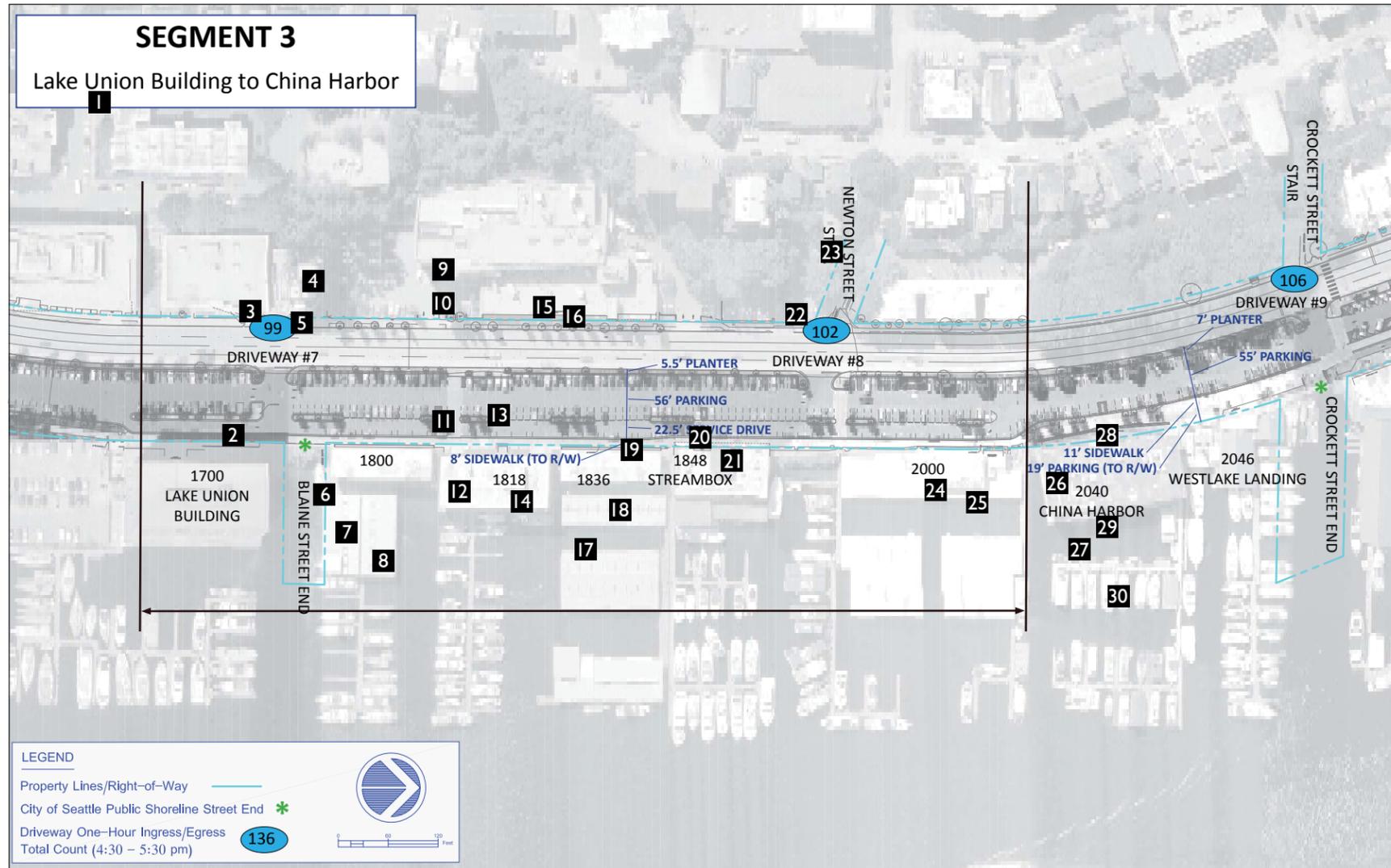
Comments from open house attendees

- No bike lane here - bad intersection for bikes to rejoin traffic.
- Connect the protected bike lane with Westlake access to downtown, and access to Cascade and Capitol Hill.
- Please connect to Westlake Ave. going to south.
- MOHAI and Wooden Boat Center = great bike destinations.
- Connect bike lane to Westlake.
- What happens here? Connect to 9th and to Westlake.
- Connection to 9th Ave.
- No legible, intuitive and direct access today from SLU Park to existing ped facility used by bikes.
- Please don't build a bike freeway that dead ends on a sidewalk. There is a big challenge now w/ pedestrians and cyclists dumped out into the park, and onto trolley tracks!
- MOHAI has a distinct lack of parking and this is very crowded with overflow from the park - there needs to be adequate parking. Grandma and the kids are not riding their bikes from Lynnwood to take an Argosy Tour, visit SLU Park or MOHAI.
- Lots of people park and ride here.
- Parking needs to be preserved for patrons of South Lake Union Park, home to public museums and non-profits such as the Center for Wooden Boats, MOHAI, Virginia V Foundation, etc. Please keep parking accessible and free during higher park use time (esp. weekends). Free parking can be limited to 2 hours to discourage work commuters. 2 or 3 hours would be long enough to rent a boat out of CWB and enjoy the park and Lake - these entities should not be hurt due to loss of parking at the south end.
- Hazards from left-turning vehicles at every driveway.
- Kenmore Air receives several fuel deliveries per week through their parking lot through driveway #2.
- Bicycling through this parking lot currently feels unsafe. I hope a compromise can be reached where some parking can be eliminated -- less cars means a healthier Earth! -- and a safe cycle track can be built. Have an open mind everyone!
- Major hotel coming in.
- AGC + Starbucks equals confusing/dangerous mixing.
- 99 boats moored.
- Restaurant load and unload area as well as freight zone.
- Weird and dangerous bike path. Generally coming at speed here, and need to swerve and merge, look for traffic in and out.
- 60 parking spaces being lost.
- Perhaps build a parking garage here with an overpass for pedestrians to cross Westlake. Zone parking in this area of the corridor for businesses, boats, etc. (on the east side of Westlake). Parking garage will be for tourists and visitors. Make the overpass nice! Have benches, native plants, sculptures. Rooftop garden on of garage.
- Lots of crossing traffic here.
- Highly under-used service drive.
- Don't like to need to make a choice when riding [between service drive and main parking lot]. Give me one clear path. Not an experience like video game!
- Westlake Ave. N. Future rapid transit streetcar?
- Starbucks - caffeine-high drive-thru.
- 10 story building -- 350 tenants.
- Major hotel coming in.
- Impose 4 hour meters to eliminate park and ride.
- Boaters need longterm parking for when they take their boats out for weeks at a time.
- Agree with this suggestion! Many times I have parked here for free and gone downtown. While it's convenient for me personally to park here, I feel like a jerk doing this. I'm sure I'm not the only person in Seattle who does...
- Road spikes to stop bikes.
- Back-in angle parking can leave room for the bike lane with minimal parking loss.



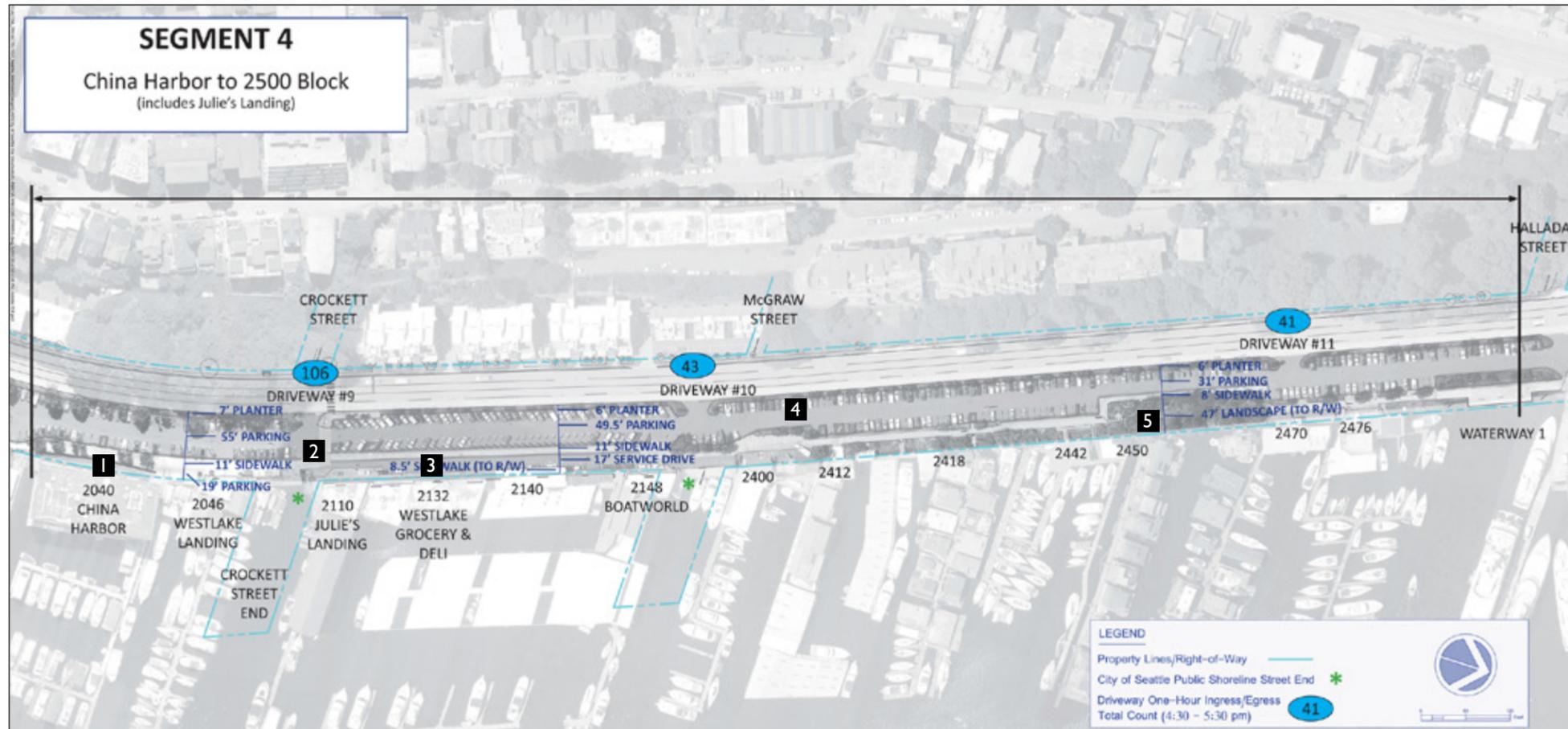
Comments from open house attendees

1. I want to bike here with my kids!
2. I bike here.
3. Families need to be able to ride bikes here.
4. Bikes speed down sidewalk crossing difficult.
5. All vessel owners must pass through this lane.
6. No ADA/bike access to SR-99 crossing - elevator or ramp needed.
7. Biker shotgun blast zone
8. 2hr meter parking
9. With a bike lane I would stop here more.
10. Opportunity to regain parking by removing planter?
11. This is the worst driveway on the route, cars rush from street to parking lot.
12. I'm a business owner "Modern Barber" on Westlake. I'm totally opposed to the cycle track!! We need parking!!!
13. Too much parking!
14. Tire spike to stop bikes.



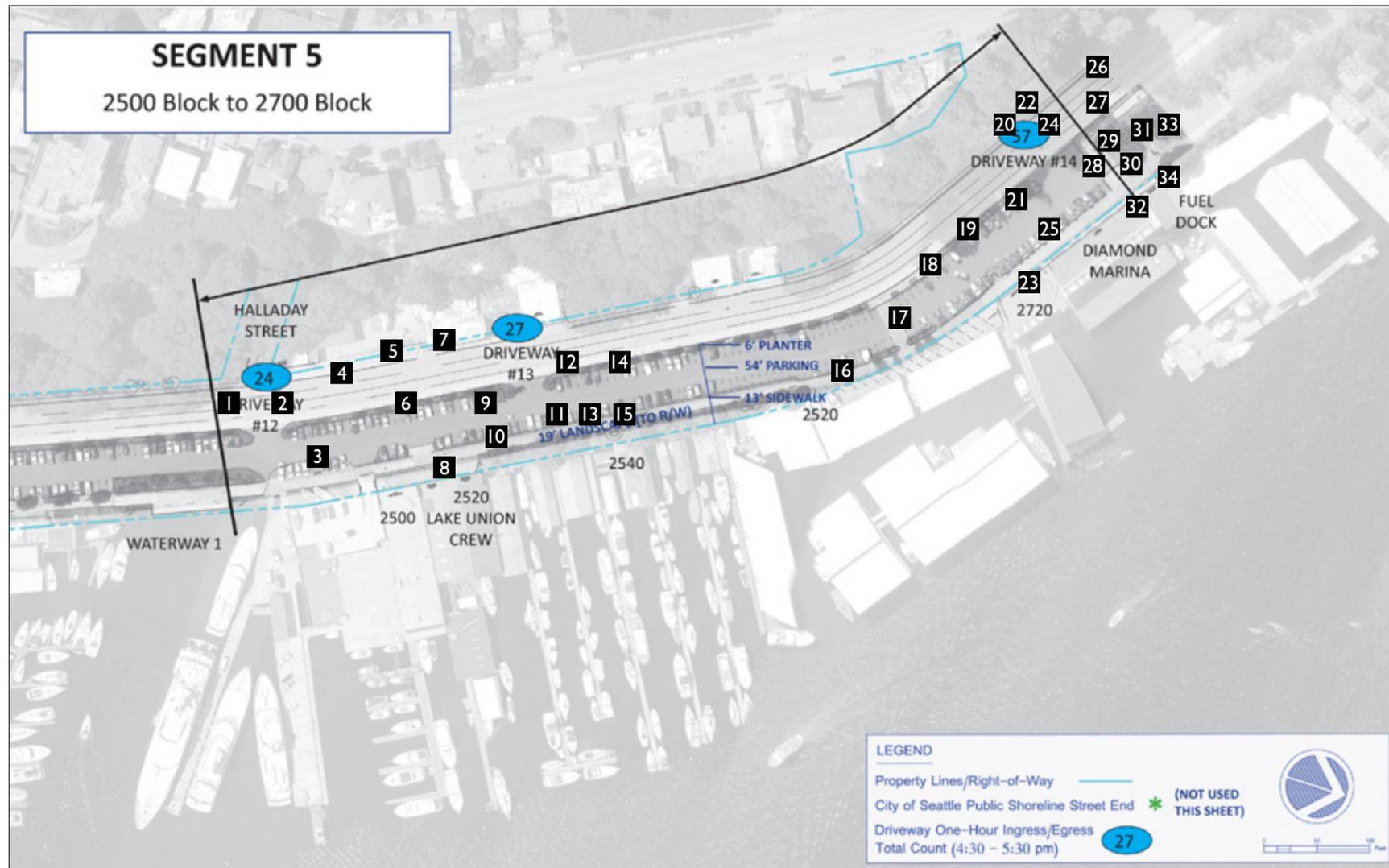
Comments from open house attendees

1. Enforcement!
- biking
- parking
- load zone enforcement
2. Can we just turn this strip [service lane] into a bike lane? As a business owner at 1800 Westlake parking is crucial for me and my clients.
3. Entering parking lot from Westlake is dangerous with bikes in each direction.
4. Sight lines for rapidly turning cars into driveway 8.
5. This car blocks sightline to the North.
6. Lots of therapists seeing lots of clients.
7. The All Ages and Abilities aspect doesn't make sense to me. This is not a biking recreational area like the Burke Gilman. It is residential and commercial. We need parking more than all ages and abilities bike path. 4-7 cars needing 1 hour parking per day -- that's just MY business -- to keep viable.
8. Do a raised track! Slope is gentle enough to be highly accessible. Better views. 20' is not much of a slope.
9. Use elevated ped crossings as added access to building.
10. Crosswalk!!!
11. Close-call getting hit on my bike by car unexpectedly quickly turning into a spot.
12. Acupuncturists, massage therapists, counselors, naturopaths, all w/ clients!
13. Business taxes vs. massive expense.
14. 5 employees - parking.
15. When you finalize the cycle parking option, lose the free parking, generate revenue for the City, and stop the commuters from using Westlake as a Park & Ride!
16. Agreed! Everyone wants the free parking gone!
17. Decreased bus service to area forced some of my clients to drive to appts rather than use public transport. (Injured clients; physical therapist). Not viable to walk down from sixth or from Fremont, SW.
18. As a business owner in the 1836 building, losing any parking would require us to close and leave the area. As it is, there are parking challenges. The Dexter track should/could be worked to make this the viable route (in spite of it being a hill).
19. Get rid of service drive.
20. This service drive is weird and is confusing for all modes. Needs a safer design, and clearer paths to separate bikes/cars/peds.
21. My dogs were hit 3X from behind.
22. Ability to loop back around at more frequent intervals.
23. Danger! Pulling into parking corridor - bikes rushing by.
24. Seattle Scuba School
- Load zones at businesses
- Parking critical for business customers
25. 300 children crossing to swimming pool
26. 400+ people with cars going to banquets at China Harbor
27. China Harbor is a destination for families biking from SLU & Fremont.
28. Over 20 deliveries + buses/day in front of China Harbor.
29. Bike destination for kids.
30. Businesses and residents -- parking is crucial to life and business



Comments from open house attendees

1. Ample bike parking here, in front of China Harbor, event venue would be great. I bike here weekly for a dance.
2. My friend was hit by a car backing out here on 5/19/14.
3. Family bicycling destination.
4. Bicyclist killed here Jan 1995 - Nora Folkenflik.
5. Charming area - please retain.



Comments from open house attendees

1. Truck loading 53' semi loads straight in.
2. Occasional need to redirect all users to accommodate special use scenarios.
3. Accommodating access to private entrances to property parking in lot - parking in private - usage of drives - higher intersection with peds and bikes.
4. Deliveries - 60-100/day to big boats.
5. Safer Westlake crossings for west side businesses.
6. Bike riders using the parking lot as bike route is incredibly dangerous for all of us. Can speed bumps be installed in the center area (of parking lot)?
7. Distinct uses for parking - boat owners, residential, business owners.
8. Lake Union Crew
- 300 members visit facility 3-5x/week + high school teams use carpooling
- 75' long trailer/truck combo needs access to street and building and overnight parking
- many members ride bikes to/from practice
- signed a 10 year lease we could not of if the same parking wasn't available - the plan wasn't public
- were not using space when traffic and parking survey was done
9. Access to boats and businesses all along commercial marine.
10. Speed bumps for short term.
11. Landscape planted and maintained by owner and employees.
12. Parking needed for live aboards and boat owners - also business owners and employees.
13. Boat repair receives lots of deliveries - lumber, etc.
14. Parking for live aboards, marina tenants, business owners and employees.
15. Live aboard resident 2550-Even though we have an 8' wide trail in place, bikes fly 30 miles an hour through the middle of the parking lot, causing \$3800 in damage to my vehicle last month in bike-caused accidents. Also, as a suggestion at #14, there is plenty of room for a decel lane to prevent some of the serious accidents occurring at the sharp curve and driveway.
16. Reverse in parking.
17. Reverse in parking.
18. Bike lane.
19. Zone parking for residents and boat owners.
20. Please initiate immediately a railing here to prevent cyclists from jumping the curb and entering traffic.
21. Fuel truck needs this space.
22. Connection point at sidewalk to pavement is dangerous!
23. Need the parking for residents.
24. Danger!
25. Very very dangerous, NOW! 90 degree turn doesn't work.
26. Extremely dangerous for pedestrians, cars.
27. Fuel dock receives multiple deliveries per day from a double trailer fuel truck during the summer.
28. Include the ones from the fuel dock to 2764, 2770 to 2990 in this study.
29. Please include 2700-2900 blocks in any plans.
30. Need parking for residents between Diamond Marina to 2990.
31. If paid parking everywhere - permits for residents.
32. Lots of bicyclists use the "road" between Diamond Marina to the Fremont Bridge.
33. Include please.