

## Westlake Cycle Track Design Advisory Committee Meeting #7 Summary

Monday, August 25, 2014 5:30-8:00 p.m.

MOHAI – Lakefront Pavilion

### Design Advisory Committee member attendees

Member Name	Interest Represented	Attendance
Warren Aakervik	Freight interests	Absent
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	Present
Dave Chappelle	Lake Union floating home and live-aboard residents	Present
Thomas Goldstein	Cascade Bicycle Club	Present
Amalia Leighton	Transportation Engineer	Present
Sarah McGray	Bicycle interests	Absent
John Meyer	Air/water transportation/tourism	Absent
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
- Tri Ong
- Mary Rutherford
- Mike Estey

#### Toole Design Group

- Kenneth Loen
- Kristen Lohse

#### Mayor's Office

- Andrew Glass Hastings

#### Office of Economic Development

- James Kelly

#### EnviroIssues

- Penny Mabie
- David Gitlin
- Sara Colling

### Observers

- Lynn Asbeck
- Suzanne Dills
- Adam Dodge
- Brock Gilman
- Cathy Graubert
- Pamela Hale
- Brock Howell
- Jo Hull
- John Hull
- Kate Kreitzer
- Richard Monroe

- Robin Randels
- Ingrid Rasch
- Jo Seel
- Max Taran
- Bill Wiginton
- Alex Wilken
- Arden Wilken
- Jack Wilken
- Paul Wirsing
- Tim Zamberlin

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

## **Welcome and introductions**

Penny Mabie, facilitator, welcomed the Design Advisory Committee (DAC) and audience members and led a round of introductions. She reviewed the agenda outlining that the DAC would learn about the community roundtable findings as well as revisions to the Sidewalk Concept. Members would get a chance to discuss the Sidewalk Concept as well as parking management updates.

## **Adopt summaries from DAC tour, meeting #6 and community roundtables**

Penny called the members' attention to the three summaries in their packets.

- First the July 14 corridor tour summary includes clarification of the number of marina moorage tenants on page three and reflects that Brock Gilman verified the data regarding Argosy Cruises.
  - Martin Nelson, Westlake Stakeholders Group, noted an error on page three, stating that the phrase "including 201 slips" can be removed.
  - Penny noted the edit. The DAC members agreed that with that edit, the tour summary is considered final.
- Penny moved the members' attention to meeting summary #6, noting the change that Andrew Austin spoke with the South Lake Union Chamber of Commerce rather than the South Lake Union Community Council. Penny also noted an edit on page 10 that Karen Braitmayer met with Nautical Landing as well as folks from the fuel dock. The committee approved the meeting #6 summary.
- Finally, Penny noted there were no proposed edits to the Community Roundtable summary. The DAC approved it as final. Penny said the team would finalize the three summaries and post them to the project website.

Penny also noted the updated Moorage Tenant Survey summary which includes updated findings after the moorage survey was reopened to collect more responses.

## **DAC members share feedback from the interests they represent**

Penny asked committee members to share the input they've been receiving from their constituents.

- Thomas Goldstein, Cascade Bicycle Club, reported that with the summer and growing

population in Seattle, there is a spike in the number of bike commuters. When people are first navigating the roads, they tend to look for the flattest route. As an example, he sees many riders on Rainier Avenue, which isn't very safe for bicyclists. There are less people driving but an increase in population numbers.

- Dave Chappelle, Lake Union floating home and live-aboard residents, reported the roundtable he was involved in spawned many conversations. The Westlake community has discussed the impacts to their specific area around the Railroad Park and they've been vocal about the Sidewalk Concept and how it affects the park. They discussed the options of running the sidewalk through the garden or around it. There are tradeoffs with how it affects the garden and how it affects parking. He is looking forward to seeing what the DAC will have to offer the community in that area.
- Martin Nelson reported he had a number of constituents come forward with alternate plans to the Sidewalk Concept. The biggest question is why SDOT is not looking at the Westlake and Dexter corridors combined and devising an alternative that would support all users and not reduce parking. One of his constituents sent a letter to SDOT with a proposed alternative.
- Cam Strong, Westlake Stakeholders Group, reported he continues to hear concerns about parking loss with the Sidewalk Concept. He reiterated that people want to know why SDOT isn't looking at other options that don't have major effect on parking and the community. One sample alternative was sent to the committee over email. He asked why those alternatives are not being considered. Parking is critical and needs to be taken seriously.
- Peter Schrappen, Lake Union marina operators and boat moorage tenants, agreed with Cam's comments and noted that the Northwest Marine Trade Association and the Northwest Yacht Brokers Association finalized an economic impact study. Findings include: on average, businesses on Westlake employ 2.3 people; the corridor provides jobs to 2,165 people; almost \$10 million in taxes goes to Washington State; \$4.1 million in taxes goes to the City; and 80 percent of respondents reported frequently experiencing parking shortages.
- Andrew Austin, Non-vehicular commuters, reported he is keeping folks in his community informed. The most common response he hears is surprise the DAC meetings are still happening so he thinks people are eager to hear the outcome.
- Devor Barton, Pedestrian interests, reported he doesn't have much new information but safety is on people's minds. People want clear lines of demarcation of where they should be which applies across the City, particularly with recent events.
- Martha Aldridge, Lake Union Park users, reported that MOHAI asked visitors what they see as major challenges and solutions. Traffic is the most prevalent reported problem. SDOT needs to take a step back and think about how to best move people through the City.
- Amalia Leighton, Transportation Engineer, reported she doesn't have anything new to add.

## **Presentation: What we heard at the roundtables**

Dawn Schellenberg, SDOT communications lead, began the concept presentation by reviewing SDOT's mission, vision and values. She then outlined what the presentation would cover including what SDOT heard at the community roundtables, Sidewalk Concept revisions and parking management updates.

Dawn outlined the main takeaways from the three roundtables including likes, dislikes and suggestions.

- Likes included: clear separation of all modes; commitment to parking management strategies; and using bike-slowing techniques.
- Dislikes and concerns included: reductions in parking; customers and deliveries crossing the cycle track; and bicyclists potentially not staying on the cycle track.
- Suggestions included: provide clear signs and markings to make users aware of one-way circulation if included in the final concept; change landscaping to accommodate more parking and improve sight distances; and improve pedestrian access on Highland Drive.

Dawn asked whether the DAC members who attended the roundtables had anything to add based on what they heard.

- Peter said he would add that some people are not convinced that the Sidewalk Concept adds predictability.

Dawn listed the recent proposals submitted to SDOT from the community including: separate cycle track directions using the parking area and Westlake; locate cycle track on west side of parking area from Driveway #10 to #14; modify existing sidewalk in the north end to create a multi-use path; and modify proposed circulation in south end. She noted the project team needs to see how these proposals meet the project goals and criteria. She also noted the DAC will see some solutions to the issues these proposals are trying to address in tonight's presentation.

Penny asked the DAC if they have other observations to share about the community roundtables – particularly as a tool for outreach.

- Devor said he heard concerns that the Sidewalk Concept isn't that different from Concept B.
- Dave noted he enjoyed the opportunity to discuss ideas with staff in a fairly relaxed setting. People have a lot of good suggestions. One of his main takeaways was the need for community education. Education needs to go hand in hand with the whole Bicycle Master Plan roll out.
- Devor added people are aware that what may work in one corridor segment may not work in another.

## **Presentation: Sidewalk Concept update**

Kristen Lohse, Toole Design Group, walked the committee through the possibilities for the Sidewalk Concept and its potential features, such as how it could be protected (e.g. landscaping, public art), how pedestrians will cross the cycle track (e.g. contrasting materials at crossings, detectable warning strips, educational signage), how loading and unloading may work (e.g. curb cuts; green pavement; designated loading areas) and how to keep bicyclists on the cycle track (e.g. use intuitive entry and exit decision points, create a consistent facility that aligns with where bikes want to go).

Kristen also noted there are design elements that make the parking area less desirable to bicyclists, such as speed bumps and adjusting vehicle circulation patterns so they aren't continuous from end to end.

- Martin asked if changing the parking area so it is not continuous from end to end would push

cars out on to Westlake Avenue North.

- Kristen responded yes, if drivers needed to loop to find a parking space they would use Westlake Avenue North.
- Martin noted Vancouver B.C. has a bike trail on their waterfront but they do not close off access to marine activities. He wondered if there could be a similar design for Westlake.
  - Kristen replied she would think about that.
- Karen Braitmayer, Westlake Avenue North business owners, commented she wants to be sure the pedestrian crossings will have warning material on both sides to notify vision-impaired individuals of the cycle track.
  - Kristen responded yes, the track would have notifications for the visually impaired and noted she is studying up on the nuances of accessible cycle track design.
- Thomas agreed the Vancouver B.C. waterfront is a good example. Their bike path is raised and 12 feet wide. It goes through the maritime area successfully. He also appreciates the Chicago example through the industrial area. Strong visual cues are very helpful.
  - Kristen added there would be a learning curve but that extra education is important.
  - Thomas commented he is in favor of a 12-foot minimum width for the cycle track to allow for better functionality.
- Peter asked if the parking strip between Westlake Avenue North and the parking lot is required to be 6 feet.
  - Kristen said there needs to be separation between the parking area and the 35 mph roadway. There is a minimum width for tree planting and utilities.
    - Peter noted reducing the width of the planting strip was brought up at the two roundtables he attended so he'd like the design team to look into it.
    - Kristen responded they are looking into it, though removing trees would detract from the feel of the corridor.
    - Peter noted his strong concern for losing businesses along the corridor.

Penny asked the committee to discuss the refinements and adjustments Kristen presented.

- Cam commented he doesn't see anything that will help with parking loss.
  - Thomas noted the committee was going to have a parking management discussion at that same meeting.
  - Devor added that the committee has been discussing parking repeatedly. This concept shows significantly less parking loss than Concept B. The issue is also not just about the number of spaces but how they are being managed.
- Cam noted the corridor has lost 25% of parking already.
  - Devor responded that parking is being addressed. One of the DAC goals is to preserve parking while achieving the goals of the cycle track.
  - Thomas agreed that parking is a priority for the committee.
- Martha asked how much parking would be gained if parking management does succeed in eliminating hide and riders.
  - Amalia said as she biked through the corridor that morning and during the corridor tour, she noticed all the free spots were full and many of the varying time length spots were

available. There were fewer available spaces going south. She thinks parking management could go a long way in freeing up spaces. She also thinks removing trees would be a huge loss. Trees are good for business. She is interested in hearing about people's perceptions of the cross section shown to the DAC. She appreciates the 'entry zone' being shown on the cross-section because it further delineates sidewalk space.

- Karen commented, noting that she was not representing businesses owners but rather providing her own opinion, that she moved her business to the corridor 14 years ago. In the time she has been there, there were some painful experiences around parking such as going from all free to some paid. Some businesses did leave. However, other businesses came in. She knows it's controversial but the most important thing is making the corridor safe for people to cross. There was another accident in the area resulting in another young person with a lifelong disability.
- Martin said he wants a cycle track, however there is a development coming in close to Highland Drive with 360 residential units and 260 parking spaces. Another planned building has 400 residential units and 200 parking spaces. If all residents on the Westside of the corridor can get an RPZ permit, parking will be strained.
- Cam said, responding to Karen, something that has unfolded from this process is better appreciation of the uniqueness of the corridor with different types of businesses, width of the road, and varying needs. The Westlake community wants safe bicycling through the corridor and they want it done right. There has been an enormous amount of time and effort on SDOT and Toole's part to learn more about the community. The Sidewalk Concept was a good attempt but he's not sure it's the best option.

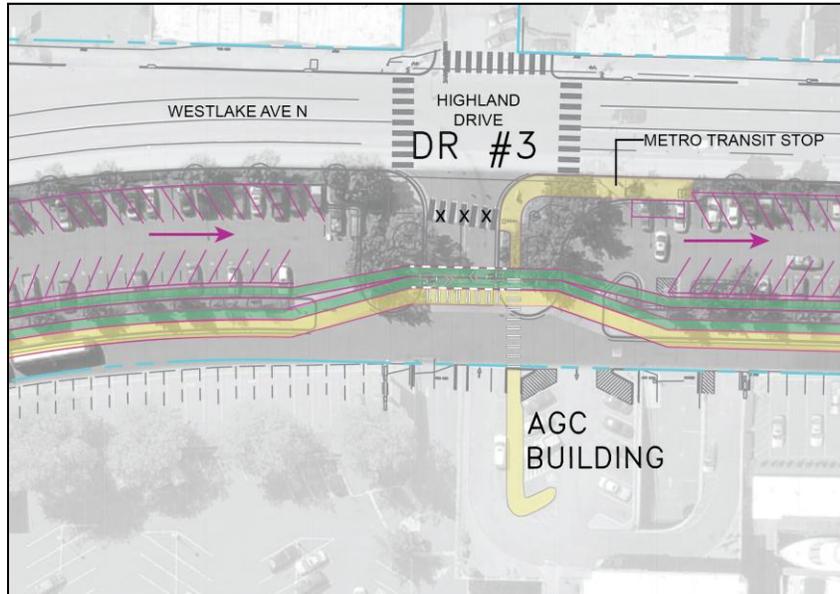


Figure 1: Sidewalk Concept at Highland Drive

Kristen began the second part of the presentation outlining the potential revisions to the Sidewalk Concept. She showed an illustration (Figure 1) of Highland Drive by the AGC building and explained how the concept would convert the drive aisles to one-way circulation with angle parking. One-way circulation simplifies this complicated intersection and makes it easier to turn right into Driveway #2

(not shown). This concept also maintains the tour bus operations within the service lane and preserves the landscape adjacent to the sidewalk.

- Martin noted that the AGC representative didn't agree with the northbound circulation.
  - o Kristen acknowledged the design team had received an alternative suggestion and that the direction of circulation is under discussion.
- Penny reminded the committee that the concept is a moving target so what they are seeing is only developed up to a certain point.

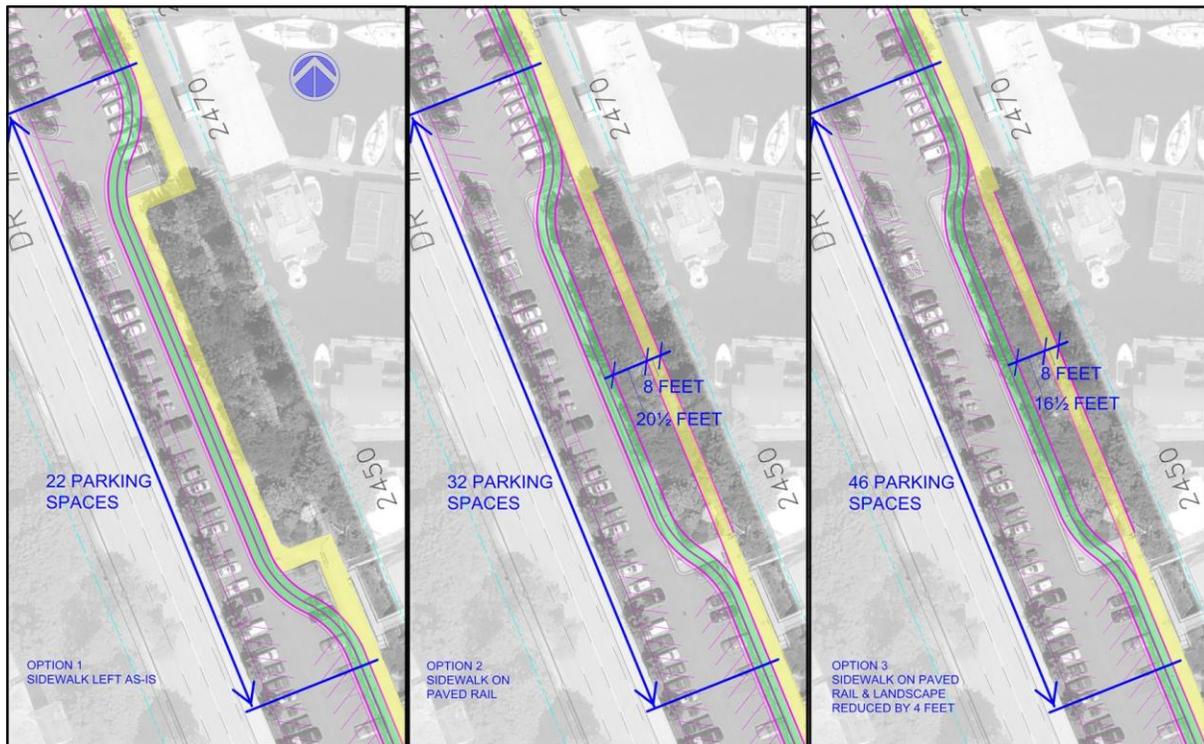


Figure 2: Sidewalk Concept options at north end Railroad Park

Kristen moved on to discuss the Railroad Park in the north end of the corridor, showing three layout options (Figure 2). With input from park neighbors, the design team has identified three options to choose from. Option 1 preserves the most landscaping and the least parking and Option 3 preserves the most parking and the least landscaping. Option 2 falls in the middle.

- Dave asked if these options assume parallel or angle parking.
  - o Kristen responded Options 1 and 2 assume parallel parking and Option 3 assumes all angle parking.
- Amalia asked if these options include two-way vehicle circulation.
  - o Kristen responded they entail one-way circulation.
- Cam asked if they accommodate the boat brokerage dealer truck width and turning radius.
  - o Kristen responded yes.
  - o Kenneth added all three options propose closing Driveway 11.
    - Cam noted that is the entry for the boat brokerage trucks and asked if they have been consulted.
    - Kristen said the team would look into that.

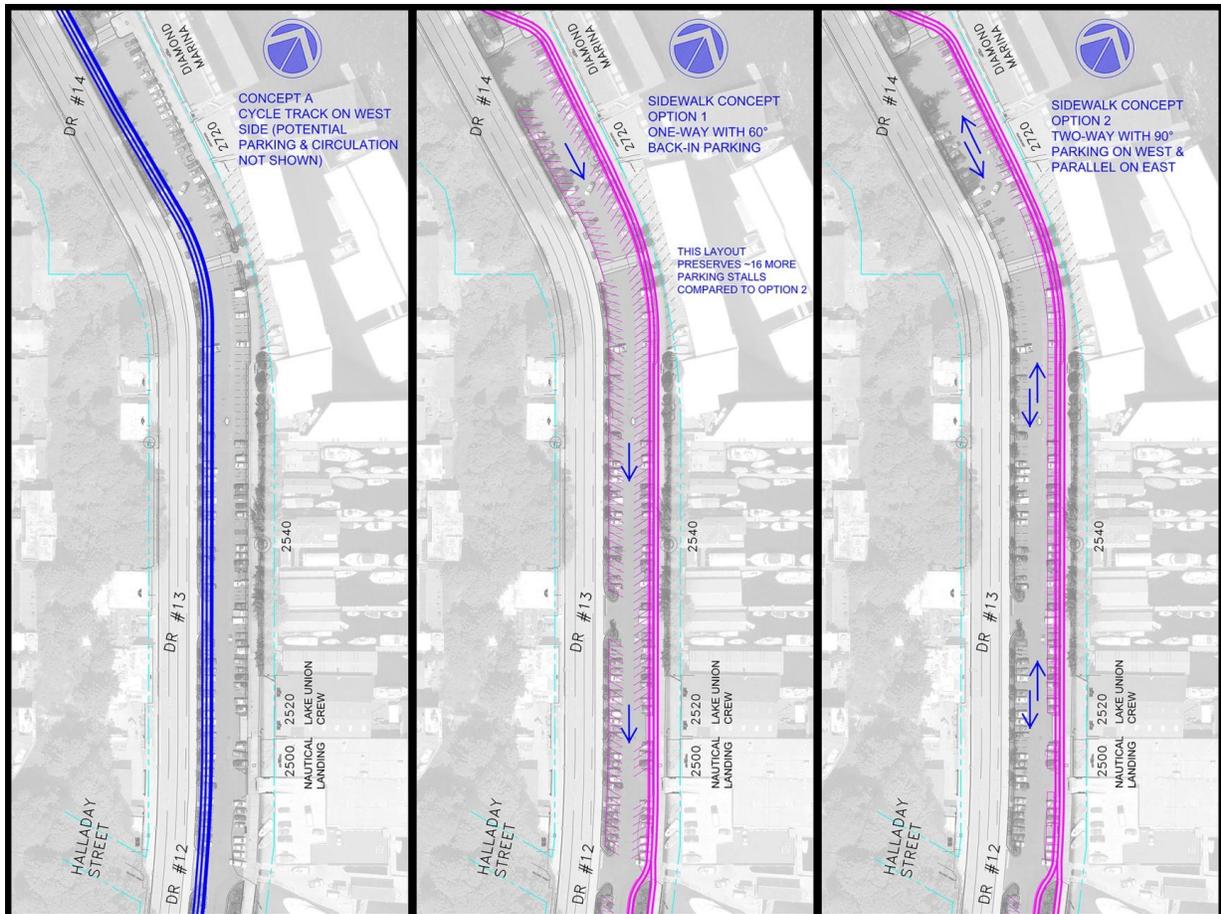


Figure 3: Sidewalk Concept circulation options at north end

Kristen continued the presentation explaining the options for north end circulation (Figure 3). At the roundtables, the project team heard parking and two-way circulation are priorities. In Option 1, the design team maximized parking by converting circulation to one-way southbound. This layout would close Driveway #11 and preserve more parking. Option 2 has two-way circulation, but the wider drive aisle width can't accommodate angle parking on both sides. It would entail perpendicular on the west side and parallel parking on the east side.

Kristen noted that the project team reviewed a concept proposed by community members that locates the cycle track on the west side of the parking area. That layout would not gain much parking and presents safety concerns with vehicles turning left off of Westlake Avenue North.

- Cam asked about the north end entry to the corridor where cyclists have to make a quick turn.
  - o Kristen responded the team is exploring a new option that would continue up the slope and make that entry point safer.
- Cam verified the Sidewalk Concept would address the fuel trucks as well.
- Martin asked about the parking loss with the different landing options.
  - o Kenneth responded that Option 1 represents about 15 percent parking loss and Option 2 represents about 20 percent parking loss.

- Kristen reiterated there are tradeoffs with each option.
- Cam asked if the parking spaces could be angled at 75 degrees rather than 60 degrees.
  - Kenneth said there isn't enough width for 75 degree angle parking and verified it wouldn't leave enough room in the drive aisles.

Penny brought the committee's attention to the revised concept at Highland Drive. The committee discussed the concept noting it could be challenging to make left turns out of Westlake.

- Sam pointed out that Kenmore Air employees only turn left onto Westlake where there is a traffic signal.
  - Amalia added that the drive aisle would need to be northbound for Kenmore Air employees to get to the stoplight.
  - Cam noted that after the development across from the AGC building is complete, the area will need another traffic signal to make left-hand turns onto Westlake to accommodate more congestion.
- Thomas commented that one-way entry seems like it would help calm the intersection. It's an idea Warren brought up at earlier meeting.
- Amalia noted that it is important where pedestrians go as they cross from AGC.
- Cam said an issue raised in the north roundtable was traffic back up when the Fremont Bridge is up. They would like to see proper pavement markings to show that vehicles cannot block the driveways.
  - Dave added the Mukilteo Ferry line is an example of how those markings could work.

Penny asked the committee to consider the Railroad Park options the design team presented.

- Dave said the community has priorities that he has relayed to SDOT. The first priority is parking retention and the second priority is tree retention. If the sidewalk is pulled into the park, there would need to be lighting. The lighting would need to be designed to not shine into people's homes. The other issue is people visiting the Sleepless in Seattle dock. The dock might need a locked gate if too many people are in the space. The neighbors are hoping for angle parking, a one-way drive aisle and reducing the width of the angle parking to retain as much greenery as possible. The most mature trees are on the western side of the greenbelt so losing those would change the character of the park. Option 2 cuts the corners of the park where some of the nicest trees are.
- Dave noted when Toole presented the overall Sidewalk Concept, they said it retains 80 percent of the parking. He asked if that figure was what was reflected in Option 1 for the Railroad Park.
  - Kenneth verified yes, Option 1 reflects 80 percent parking retention. He also responded to Dave's earlier statement, noting that according to their surveying, these options shouldn't remove mature trees, but offered that would need to be validated on the ground. Option 2 in particular could provide additional area for new plantings on both ends.
- Dave asked if there is any opportunity for angle parking with 15 foot stalls.
  - Kenneth responded they might be able to talk about shorter stalls.

Penny said the Railroad Park is an example where the details matter and asked if the committee had preferences or was willing to defer to Dave and his constituents.

- Martha said she agrees with Dave. She noted that an interest not represented at the table is trees/landscaping. Removing trees can change the character of the area, the environment and can affect how long people linger. She appreciates Dave's efforts.
  - o Amalia said she is working on a project looking at how SDOT makes decisions about trees and sets goals for tree canopy coverage in the right-of-way. Trees add air quality, storm water drainage, economic and health benefits that should be considered.
  - o Thomas asked if there could be a hybrid solution where the north end trees aren't removed.
    - Dave said SDOT and the community are interested in working out a hybrid solution. The community is engaged and he is sure that will continue.
  - o Devor said he appreciates landscaping, but given the extreme parking demands he isn't pushing for it. He thinks it is a matter for the neighbors to discuss.
  - o Amalia clarified that trees are not landscaping. She asked Dave if this is where the near neighbors park or if this could be a space where they could give up parking.
    - Dave explained that there are several houseboats nearby and the parking spaces by the park are heavily used by the community.

Penny brought the committee's attention to the north end circulation options the design team presented.

- Peter said one-way traffic is problematic for vehicle access especially at the Nautical Landing marina.
- Karen asked if the design team considered a type of separation between the cycle track, pedestrians and vehicles in this area that would make it easier for large trucks and trucks with crew shells to drive over.
  - o Kristen said they spoke with Mara at Lake Union Crew who is currently using the existing driveways to maneuver their large truck. This concept preserves that same operation.
- Andrew said there is a stretch on the north end where it is not safe for pedestrians to access businesses. The design team could consider adding a traffic light on Westlake Avenue North to help pedestrians cross.
  - o Cam noted there is no parking north of Pelington Properties and few people on the west side.

## **Presentation: Parking management**

After a break, Mike Estey, SDOT Parking Operations & Traffic Permits manager, presented an update on parking management within the corridor. He outlined the parking priorities the DAC outlined at their June meeting which also align with the results of the outreach James Kelly from the Office of Economic Development has done. He restated the DAC priorities to align with the City's Comprehensive Plan as follows:

- Preserve the most parking

- Accommodate loading
- Ensure customer and visitor access
- Resident parking
- Accommodate parking for overnight boating community
- Reduce park and riders and construction parking

Mike gave an update on the changes in parking management since the June DAC meeting. The City added four-hour time limits to the paid areas south of Crockett Street in July. In reviewing the pay station transaction data and comparing 20 days before and 20 days after the change, the number of transactions increased by 4 percent. That change is an indicator of access by more people. The average paid duration is down 25 percent, from about two hours and 45 minutes to just over two hours. From the community feedback so far, the paid areas are still pretty full but people can find a space. The unpaid areas are more difficult to find a space which isn't surprising.

Mike outlined the results from a recent parking study. Data was collected on a Wednesday in July; every 2 hours from 6 AM to 2 AM. The west side of the parking area was basically full between 6 AM and 7 AM and the cars don't leave those spots. As the community has said, the west side of the parking area needs parking management and the parking team will work with the community on a phased approach. The full parking study report will be available soon.

- Karen asked if Mike's team has opportunity to communicate with developers on new projects. Developers could potentially open their lots to the public during the day.
  - o Mike said the Department of Planning and Development communicates with developers. He agreed that shared parking is a great opportunity. Mike also noted he spoke with Martin about prioritizing parking for residents and by default they are prioritizing residents on the east side of the corridor.
- Cam recommended that Mike's team work with the Westlake Parking Management Workgroup in detailed discussion about parking management. The community members are knowledgeable and willing to work with SDOT.
- Peter asked if they can discern how parking management affects the south end verses the north end.
  - o Mike said some of that information is in the data and they also gather information from the community.
- Martin asked how much authority Mike has to institute parking management changes.
  - o Mike said SDOT has the authority to make changes such as four-hour parking tomorrow, but that doesn't mean that's what they should do. With the work being done by the DAC, they could apply an abbreviated process with the broader community to implement changes sooner rather than later.
- Martha said the differences between the north and south areas need to be acknowledged.
  - o Mike agreed and reiterated they can use different tools for different areas of the corridor and consider a phased approach.
- Dave said he appreciates seeing increased attention in the corridor. He is seeing more enforcement which is a good thing. However, the changes in the south end are making parking

on the north end more difficult. He agrees with the phased approach.

Penny explained SDOT is considering holding another set of community roundtables focused on parking management. One roundtable would be before the Oct. 22 open house and one after. The roundtables could be a good model to further this parking management conversation.

- Cam stated he supports additional roundtables because they are community-based and involve the people affected by the changes.
- Dave and Martha voiced their agreement as well.
- The rest of the DAC had no objections.

### **Observer comments to DAC**

- Comment 1 – Commenter said she has been to all the meetings and thinks various dimensions could be reduced in some areas within the concept to accommodate more parking.
- Comment 2 – Commenter said they understand a 10-foot cycle track allows for two bikes to ride south and two bikes to ride north but that seems to be an excessive amount.
- Comment 3 – Commenter said she rides in the parking area often and she loves the new ideas SDOT presented. She often sees novice riders and families with children facing huge threats with cars turning off of Westlake Avenue North. With Bike Share launching, she hopes SDOT can construct the cycle track soon.
- Comment 4 – Commenter said the 10-foot sidewalk connecting to the Fremont Bridge is functional. The north end of the parking lot is 13-foot-wide currently and bikes still ride in the parking lot. The comments on the Seattle Bike Blog responding to a post about Concepts A and B say the 10mph speed is too slow. The corridor could still have the same situation after the cycle track is constructed with bicyclists riding in the parking lot.
- Comment 5 – Commenter noted that a bike design guide recommends that a moderate to heavy use path should be 12-15 feet rather than 10 feet. He thinks the cycle track should be 20-25 wide to attract a lot of users. He mostly walks because it feels dangerous to bike but he would love to have safe facilities.
- Comment 6 – Commenter said it feels like residents are compromising more than the bicyclists. SDOT should consider something other than a cycle track and they should minimize parking loss, meaning reduce parking loss to zero.
- Comment 7 – Commenter thought the roundtable was effective but the decision to maintain the trees on the south end reduces parking by 20 percent. Removing the trees could maintain their current parking. They need to look out for the businesses as well as aesthetics.

### **Next Steps**

Penny outlined the next steps in the DAC process. The design team will refine specifics within the Sidewalk Concept to bring to the DAC on Sept. 30. SDOT will hold a parking roundtable between the next DAC meeting and before the project open house on Oct. 22. She thanked the committee and the observers for their time and participation.