

## Westlake Cycle Track Design Advisory Committee Meeting #8 Summary

Tuesday, Sept. 30, 2014 5:30-8 PM  
MOHAI – Lakefront Pavilion

### 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	Absent
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	Present
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
- Dongho Chang

#### Office of Economic Development

- James Kelly

#### EnviroIssues

- Penny Mabie
- David Gitlin
- Sara Colling

#### Toole Design Group

- Kenneth Loen
- Kristen Lohse

### Observers

- Arden Wilken
- Brock Howell
- Cathy Graubert
- Bill Wiginton
- Suzanne Dills
- Marilyn Perry
- Jesse Nelson
- Phil Bannon
- Ingrid Rasch
- Barbara Gordon
- Jo Seel
- Robin Randels
- Sierra Hansen
- Brock Gilman
- Pamela Hale
- Andrea Tousignan

- Paul Wirsing
- Teresa Monahan
- Jerry Dinndorf

**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 meeting agenda, outlining that the DAC would see the revisions to the Sidewalk Alignment and learn about the DAC next steps.

## **Adopt summary from meeting #7**

Penny called the members' attention to the meeting summary from the previous DAC meeting. She noted that DAC members didn't send in revisions.

- Martin Nelson, Westlake Stakeholders Group, noted he didn't receive the attachment but had a chance to review the summary before the meeting.
  - o Penny said they would check into that and asked if the DAC members approved the summary as is. The DAC agreed.

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

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

- Sarah McGray, Bicycle interests, reported she has been out of the country for the past month so has nothing to report.
- Devor Barton, Pedestrian interests, reported that similar to last month, people are eager to see progress on cycle track concept development, particularly with recent fatalities.
- Dave Chappelle, Lake Union floating home and live-aboard residents, reported the floating home owners reached out to SDOT to have a meeting at the Railroad Park to discuss the health of the trees and whether the sidewalk should go through the park or around the outside of it. An arborist and an urban forester were included and the group worked together to come up with goals and suggestions. He noted he hopes those suggestions are addressed in today's meeting.
- Amalia Leighton, Transportation Engineer, reported she met with Warren Aakervik, Lake Union Crew and Nautical Landing about the needs on the north end. She can see the new Second Avenue protected bike lane from her office window and she's noticed that it was very helpful to have people out there explaining how the facility works when it opened. She also appreciates the yard signs SDOT installed near schools encouraging people to slow down and look out for others.
- Warren Aakervik, Freight interests, reported that the main interest for freight is to maintain two lanes in each direction on Westlake Avenue North. 15th Avenue West and Westlake Avenue

North are the only two options for freight. He is intrigued by options such as the one-way cycle track along the planting strip.

- Cam Strong, Westlake Stakeholders Group, reported the major concern he hears is that the focus continues to be on the east side of the corridor which results in a large amount of parking loss and a major impact to the community. He is hopeful other options will be discussed such as separating the track into one-way along Westlake Avenue North and one-way in the parking area. That should be able to address a lot of the issues.
- Peter Schrappen, Lake Union marina operators and boat moorage tenants, reported the recent car break-ins in the corridor. People are losing patience with the process and interested in different ideas. His organization completed an economic impact study finding that the corridor brings \$10 million to Washington state in taxes. It provides a snapshot of the community as it is today.
- Martin reported people are presenting ideas to SDOT that the DAC doesn't hear about. He thinks the DAC should be shown the ideas that would have less impact on the community.
- John Meyer, Air/water transportation/tourism, reported bicyclists are riding down the parking lot now and he doesn't think that will change. There needs to be a lot of education so people don't get hurt.
- Martha Aldridge, Lake Union Park users, reported having conversations with the South Lake Union working group that are focused on balancing the needs of employees and visitors who bike with volunteers who drive and school buses that need to park.
- Thomas Goldstein, Cascade Bicycle Club, reported that with the Sher Kung fatality and the Second Avenue protected bike lane, many people understand that successful projects are intuitive to all users. Westlake will have competing demands with more bicyclists, pedestrians, vehicles and freight in the corridor.

## Presentation: Sidewalk Alignment

Sam Woods, SDOT project manager, briefly outlined how the Sidewalk Alignment evolved since the last DAC meeting, including how it has been informed by multiple stakeholder meetings with south-end businesses, floating home owners, and north-end stakeholders.

She described the south-end connections identified at 8th Avenue North, 9th Avenue North and Lake Union Park, noting they are proposing a new light at Driveway #2 that would help bicyclists make a safe connection

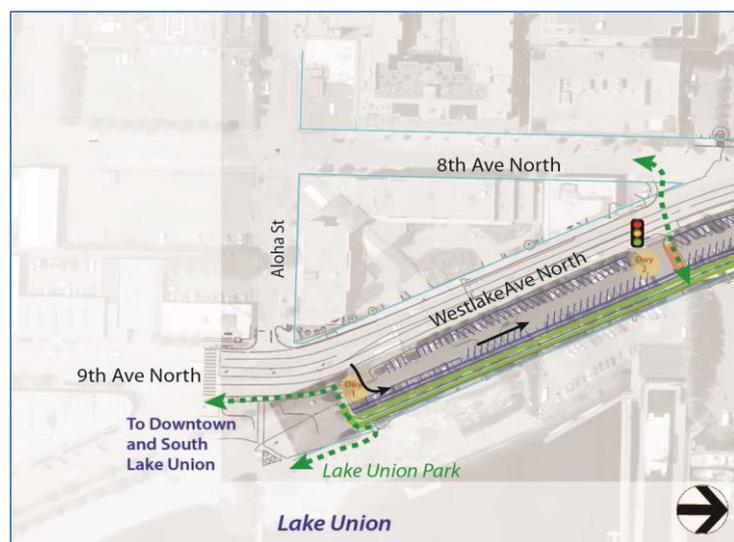


Figure 1: South-end connections

to downtown via 8th Avenue N.

Sam introduced Kenneth Loen from Toole Design Group to present the key elements of the Sidewalk Alignment.

Kenneth referred to corridor map handouts showing the Sidewalk Alignment in three sections: Driveways 1-5, Driveways 5-9, and Driveways 9-14.

Beginning with the first section, Driveways 1-5, Kenneth outlined what the project heard from the DAC and the community about this section, including:

- The concept needs to accommodate tour buses in this area
- The concept needs to maintain access to private property
- Left turns onto Westlake from Driveway 2 are difficult
- The Highland Drive intersection is complex and busy
- There is limited sight distance at Highland Drive due to vegetation
- Concerns about bike speeds
- Pedestrians need safer and more accessible crossing areas
- This is a high-demand parking area



Figure 2: Driveways 1-5 (click map for a larger view in your browser)

Kenneth then outlined how the Sidewalk Alignment accommodates those needs with the following features:

- The parking lot will have one-way northbound circulation for better bus loading/unloading and improved parking access
- The cycle track will split around trees to maintain the trees, improve the pedestrian experience and help control bicycle speeds
- All private property access points are maintained
- A new full signal at Driveway 2 will improve access for Kenmore Air/Argosy customers and reduce demand at the Highland Drive intersection

- Add a new east-west pedestrian crossing at AGC to create a grand entrance to the AGC building
- Amalia asked what the formal pedestrian crossings entail.
  - Kenneth responded the crossings indicate where distinct pedestrian crossings would take place. The crossings shown on the map are the first stab at identifying them, but reflect where the higher pedestrian access seems to occur.
- Sarah noted that the new signal on 8th Avenue North could lead to misuse by bicyclists because they would need to cut back to get to 8th and if the time to wait for a light is really long, they'll simply ignore the safe crossing.
  - Sam responded that the intersection would be adjusted to line up with the driveway so bicyclists wouldn't have to backtrack. The driveway would be signalized as opposed to 8th Avenue North.
    - Sarah reiterated that the signal needs to be well timed for bicyclists to use it correctly.
- Martin observed that the alignment has bicyclists using 9th Avenue North as well as 8th Avenue North in combination with Dexter to get downtown.
  - Kenneth verified those two connections.

Kenneth noted that this alignment preserves approximately 80 percent of the existing parking in this section.

Kenneth moved on to the second section (Driveways 5-9), outlining what the project team heard from the DAC and the community about this section, including:

- Concern about pedestrians and customers safely crossing the cycle track
- The concept needs to accommodate tour buses at China Harbor
- Desire to maintain two-way drive aisle where possible
- Concerns about bike speeds
- This is a high-demand parking area

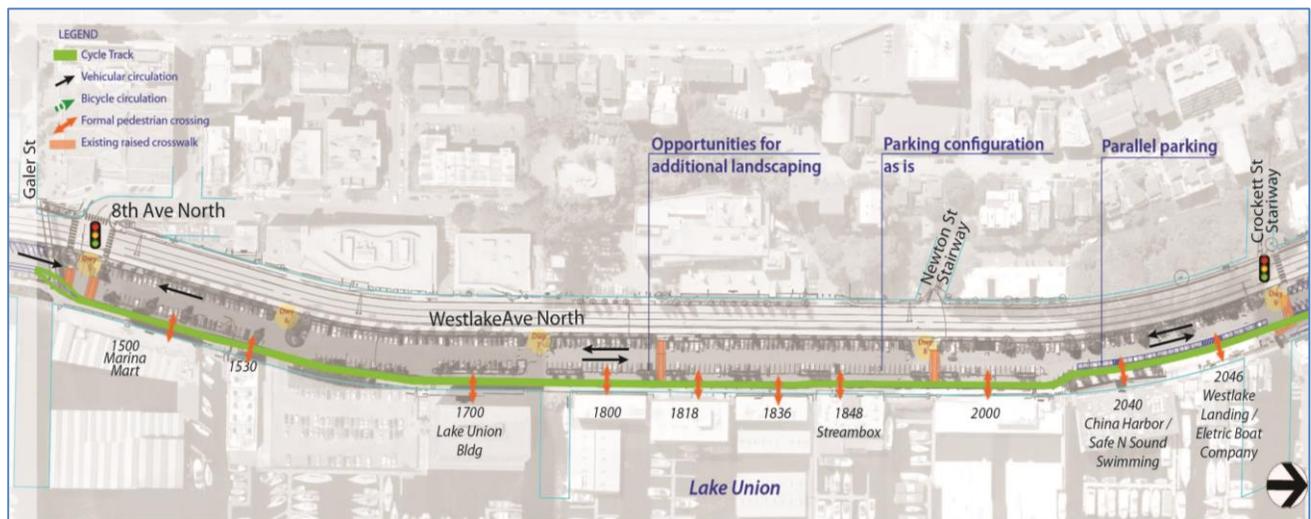


Figure 3: Driveways 5-9 (click map for a larger view in your browser)

Kenneth listed the Sidewalk Alignment features that will address those needs, including:

- Formal crossings are designated at high volume destinations (as in all segment in the corridor)
- Parallel parking at China Harbor could accommodate buses and loading activities
- Perpendicular parking and two-way circulation is maintained for much of this segment

He noted this alignment places the cycle track in the existing service aisle, which helps preserve parking in this area. Kenneth recognized the project team will need to work with adjacent businesses to discuss loading needs.

Kenneth noted 85 percent of the parking is preserved in this section.

- Amalia noted the alignment drawing shows one-way south in a portion of the section.
  - o Kenneth said that is an error – the whole section should be two-way.
- Cam asked if the parking count accounts for temporary parking loss.
  - o Kenneth responded that bus parking is accounted for here, so that space could be converted to regular parking.
- Peter asked if the project team has engaged the businesses that use that service lane.
  - o Kenneth responded the team hasn't engaged those businesses yet but they will.

Kenneth moved on to the third section (Driveways 9-14) listing the key input from the community and the DAC, including:

- The concept needs to accommodate large truck loading/unloading at marine businesses
- Concern about large trucks safely crossing the cycle track
- The concept needs to accommodate fueling activities at fuel dock
- The pathways of bicyclists and motorists conflict at Driveway 14
- Concern about bikes using the parking area and not the cycle track
- Concerns about bike speeds
- The segment has special access needs and high parking demand

Kenneth noted that he and Kristen Lohse observed a fuel truck delivery process and spoke with the driver to get a good sense of their needs and operations at the north end. The alignment maintains the fuel truck delivery operations. He also noted the potential for truck overhang into Westlake Avenue (shown on a photo in the PowerPoint slide) that illustrates why it is important to maintain the landscape buffer between the parking lot and Westlake Avenue N to make sure vehicles don't interfere with traffic.

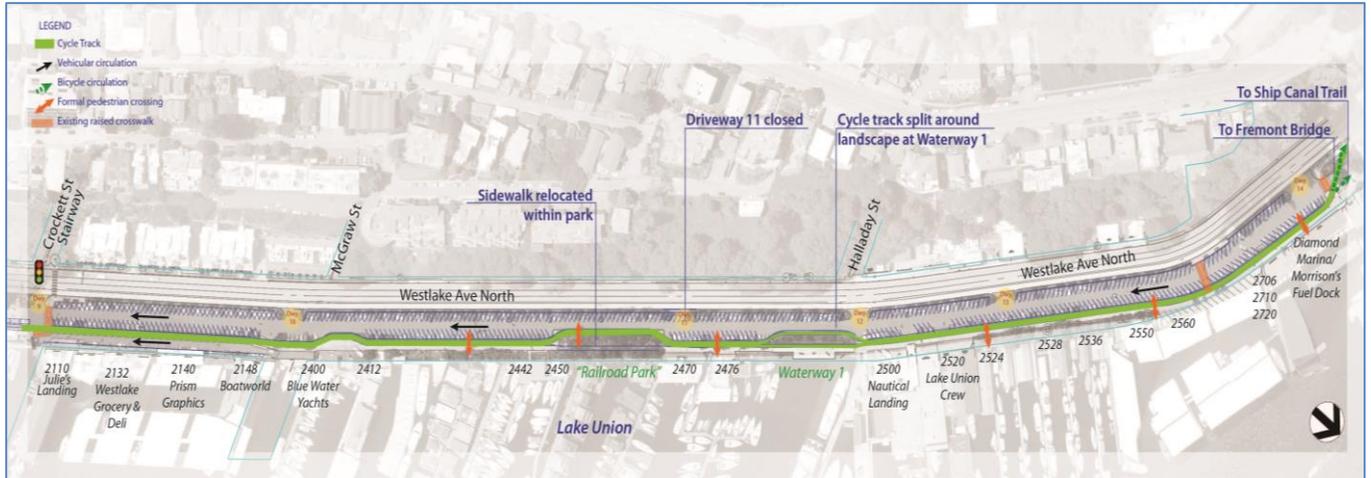


Figure 4: Driveways 1-5 (click map for a larger view in your browser)

As shown in Figure 4, Kenneth outlined how the Sidewalk Alignment meets those needs, including:

- One-way circulation with double-loaded back-in angle parking will provide the most parking
- In conjunction with the northbound circulation at the south end, circulation through the corridor is split, making end-to-end bike travel in the parking area less comfortable
- Driveways to private properties will remain as-is, with special signage and pavement markings to designate truck crossings
- With the cycle track immediately adjacent to the sidewalk, bike and pedestrian traffic is consolidated into one area and is therefore more predictable
- Driveway 11 is closed providing additional parking spaces
- The cycle track will connect to the sidewalk north of Driveway 14, eliminating conflicts between bicycles and vehicles in the parking lot
- The entry to the cycle track at the north end will be intuitive and obvious
- Additional loading areas could help prevent trucks from blocking the drive aisle

Kenneth noted that 85% of the parking is preserved in this section.

- Cam noted this section has a lack of formal crossings with the number of marinas and people loading/unloading with carts.
  - o Kenneth responded that these crossings are just in draft locations and locations can be added.
- Warren asked if the drive aisle would be two-way north of Driveway 14.
  - o Kenneth responded, yes, just north of Driveway 14 the drive aisle would be two-way.
- Dave noted it would help to have a crossing at the 2470 building because that leads to 14 homes.
- Warren asked if this alignment allows for truck loading zones.
  - o Kenneth said right now the alignment just includes parking stalls but that number would vary with loading zones.
- Cam asked what standard size they are using for parking stalls.

- Kenneth responded they are 17 feet measured from the curb, which results in a 20-foot-long stripe. They are 8.5 feet wide and angled at 60 degrees. They are considered large.
    - Cam agreed that there are a lot of trucks in the corridor that would fill that width.
    - Kenneth added the minimum drive aisle width has been 14 feet but that might be a little narrower at the Railroad Park.
- Peter asked what causes the 15 percent parking loss.
  - Kenneth responded that the loss is spread pretty evenly but it results primarily from converting the parking angle from 90 degrees to 60 degrees.
- Sarah clarified whether Driveway 14 was being eliminated.
  - Kenneth responded no, only Driveway 11 is eliminated within this concept.
- Sarah asked what kind of deterrents from the parking area the project team has in mind to keep bicyclists on the cycle track.
  - Kenneth responded that the goal is to make the actual cycle track intuitive and obvious.
- Sarah asked if there would be changes under the Fremont Bridge.
  - Kenneth said they aren't looking beyond the Ship Canal Trail at this point.
- Sarah asked if pedestrians getting off the bus in the south end would be crossing the cycle track.
  - Kenneth responded the alignment would have a pedestrian crossing.
- Martin asked if the Cheshiahud Trail is remaining or not.
  - Kenneth responded that the Sidewalk Alignment uses the current trail but adds separation between pedestrians and bicyclists.
  - Sam added the sidewalk would be 8 feet wide and the cycle track 10 feet wide.
    - Penny clarified that the total width makes up the trail.
- Martin verified that the loading zone is being removed within Driveways 5-9.
  - Kenneth explained the cycle track will use the service lane space but there could still be space for designated loading as well. There are also two designated loading zones nearby.
    - Martin noted there are trucks using the loading zones all day long.
    - Kenneth responded they would be in communication.
- Thomas verified the trail would vary in width throughout.
  - Kenneth responded yes.
- Dave asked if the parking space count includes space for garbage containers, etc. to make sure it's an equal comparison.
  - Kenneth responded that both the current and potential parking counts account for some garbage containers, etc. so it is an equal comparison.
    - Kristen Lohse, Toole Design Group, added the garbage containers account for about 2 percent of the parking supply.
- Cam asked if the business owner who uses Driveway 11 is aware of Driveway 11 being eliminated.
  - Kenneth responded that the designers will be in conversation with her.
- Cam asked if the alignment includes the striping that keeps vehicles on Westlake Avenue North from blocking the driveways when the Fremont Bridge goes up.

- Kenneth said the City can look into that.
    - Cam noted he'd like to see that commitment on the alignment drawing.
- Peter asked about adding additional truck crossings.
  - Kenneth responded that the crossings can still be adjusted.
- Amalia asked what the fuel truck driver shared that informed the design.
  - Kenneth explained that the fuel truck driver confirmed that fuel trucks always come from the north. They make a U-turn in the parking area and pull northbound into the lower driveway to pull up to the fuel tanks. Between the back of the truck and the existing parking, there is plenty of space. The driver then backs up into the parking aisle and pulls out to turn right onto Westlake Avenue North.
    - Warren clarified that the Driveway 14 entrance is then two-way.
      - Kenneth responded yes.
- Cam asked about whether cars would have enough space to go around large trucks at Nautical Landing.
  - Kenneth responded that is something they have heard and they are still working that out.
  - Cam said he's concerned about these kinds of requests falling through the cracks. There should be a way to track them.
  - Penny mentioned that the DAC meeting summaries record all requests.
- Warren noted the large trucks at Nautical Landing will have to come southbound. The trucks will likely need some kind of trench to allow the hose to cross the sidewalk and cycle track.
  - Kenneth agreed and added they could install a trench with a hinged cover.
  - Peter asked if the fuel truck Kenneth mentioned prior is representative of all fuel trucks.
    - Kenneth responded no.
    - Warren added that the fuel truck Kenneth is referring to is the largest one out there.
- Sarah commented that bicyclists are constantly making decisions about when to go and when not to go in this corridor. With a cycle track, that thought process might not necessarily happen. The design will need to incorporate cues for bicyclists that a truck may be crossing, etc.
  - Kenneth agreed that the north end has a mix of activities that will need specific treatments.
  - Thomas noted that Harbor Island is a good example where bicyclists sometimes make nearly full stops and make contact with the truck driver.
- Thomas credited Warren with suggesting the alternating traffic flows throughout the corridor. He also thanked SDOT for their strong work.
  - Sarah agreed.
- Cam asked if Lake Union Crew will be able to maintain their same operations.
  - Kenneth responded yes, that's a special need because they have several large driveways but the project team is in conversation with Lake Union Crew about converting stalls into additional access.
- Amalia asked about the raised crosswalks and whether they'd be treated differently than the cycle track's pedestrian crossings.

- Kenneth said the raised crossings would be treated the same.
- Amalia asked about the north entrance to the cycle track.
  - Kenneth responded that the design team is looking at creating a diagonal entry that gets bicyclists on the cycle track well before Driveway 14.
- Cam noted that people in the north end are interested in adding a signal to Driveway 14. Vehicles coming off of Westlake Avenue North have to stop and wait for bicyclists to go by which could be dangerous with another car coming up behind it. A stop light would help address that.
  - Kenneth responded that that is part of the reason the cycle track is aligned on the east side of the parking area.
  - Sam added she's not sure a signal would help.
  - Kenneth noted, operationally that situation is the same as today where cars only have to stop if a bicyclist is present.
  - Cam noted that today it is unsafe and the cycle track could add more safety issues.
- Martin asked if other alignments that would reduce conflicts will be shared with the DAC such as John's handout and splitting southbound and northbound. He noted everyone can agree that there will be a cycle track but he doesn't see how this alignment is safe for all modes.
  - Sam noted SDOT recently had a meeting with the north end stakeholders, but they haven't been able to find a way to accommodate a cycle track on the west side of the parking lot. They're still working to identify all the solutions in this particular area.
  - Kenneth added that putting the cycle track on the west side of the parking lot means every single truck and vehicle has to cross the cycle track. On the east side, they can come up with treatments for crossings.
  - Sam agreed and added that trucks would be crossing at higher speeds with a west side alignment versus an east alignment.
- Peter asked about the large trucks at Nautical Landing and asked if it could be guaranteed that they could avoid conflicts between bikes and trucks.
  - Sam responded SDOT is working closely with Benaroya Hall and the Seattle Art Museum on Second Avenue. They are allowing permits for the trucks to pull in and back up across the cycle track. That sort of exception can be worked out in detail during design of the Westlake Cycle Track.
- Warren suggested that another alignment option is to close Driveway 4, 6, 7, 8, 9, 10 and 11 and add a signal at Driveway 14. Closing the driveways would remove conflicts.
  - Sam responded that even with signals, people are making turns off of Westlake at higher speeds.
  - Warren commented that if it could work on Second Avenue, something could probably be worked out for Westlake.
  - Sam said they have only considered closing Driveway 11 and 13.
- Amalia commented that in discussions with Nautical Landing, she has heard about the irregular times when people might need to use cones, etc. However, Second Avenue has been operating well with the new protected bike lane. As users of the right-of-way, people have to stop and look. Loading and unloading happens all over the city. People need to be given more credit for

being able to adjust.

- Cam asked about space for carts within the back-in angle parking.
  - o Kenneth responded there is about 4 feet of buffer space behind the parking stalls. The space beyond that buffer varies by vehicle size. People will unload into the buffer rather than onto the sidewalk.
- Cam commented that many businesses and marinas need access to their gates. He asked how they can give that input.
  - o Kenneth said that during design SDOT will be working out those details.
  - o Dawn Schellenberg, SDOT communications lead, added that people are welcome to send emails to the project inbox before design begins.
- Peter noted the Westlake corridor is unique because there aren't other parking lots nearby. He asked Warren what lessons they are learning from Ballard.
  - o Warren responded they are still trying to figure out how to make it safe for everyone. Some bicyclists ride along the edge of Shilshole and others use Ballard Avenue. Greenways are starting to catch on as well. Separation is safer.
- Martha commented that she had a similar experience six years ago when MOHAI was planning to move to South Lake Union. They had questions about parking and loading/unloading. She meets with the same working group today and they reflect on what they had anticipated as big problems, but now they have found that they've just adjusted. Human beings can adjust with good design that is intuitive for people to figure out.

## **DAC workplan**

After a break, Penny reviewed the progress the DAC has made since their first meeting in March. She thanked the DAC for the work they've put into this process.

Sam added that she wanted to acknowledge the numerous community alternatives that were proposed. SDOT will post their vetting and explanation of those alternatives on the project website and they will be shared at the open house. This alignment builds on what was suggested.

Sam asked the DAC if they thought the idea of closing eight driveways would impact businesses or whether it should be explored.

- Devor commented he thinks SDOT should explore the idea.
- Martin said he thinks there is some logic to it, though drivers could drive past their entrance and have to turn around.
- Warren noted closing Driveway 1 and 2 would be more challenging.
- Martha agreed that closing driveways is something to consider.
- Sam explained that the current driveway spacing is actually longer than average blocks.
- Thomas noted they would need to see traffic volumes, etc. but his intuition is that the numbers wouldn't support closing that many driveways.
- Karen noted it would increase people's frustration in finding parking spaces because it's a long

way to drive if you don't find a space. She has heard studies that if customers can't find parking spaces, they sometimes give up. She wouldn't want to make it increasingly difficult to find that one space. She noted that studying the idea is fine.

- John agreed that there would be issues with closing driveways. The driveways are constricted now so having fewer would be problematic. It would need to be studied.
- Dave thought it might increase traffic flow on Westlake which seems cumbersome, though if there is a quick metric, it's worth looking at it.
- Amalia clarified that 8th Avenue to Crockett would still be two-way so people could potentially turn around. She also suggested putting up signs with business addresses so drivers know which entrance/driveway to take.
- Devor added that given the parking needs, if closing driveways allows more parking and some driveways are underutilized compared to other driveways, then it would be worth looking into. He also noted that everywhere in the city it takes time to find parking, so closing another driveway doesn't necessarily make it more difficult.
- Peter said this is outside the DAC's area of expertise. It's best if SDOT engages the people who live and work there. A concern is they would lose parking by converting to parallel parking. He encouraged people going door to door to engage people directly.
- Amalia asked if speed reduction along Westlake Avenue N is on the table.
  - o Dongho Chang, SDOT traffic engineer, introduced himself and said yes, speed reduction on Westlake is on the table.
- Martha commented that they need to be thinking about the design in the long term rather than trying to fit things so tightly.

Dawn continued the presentation, outlining next steps. DAC members are welcome to come to the parking roundtables on Oct. 9 and Nov. 3. They'd like to keep the two roundtables to a maximum of 40 people; DAC members are welcome to suggest others to invite.

The third project open house is also coming up on Oct. 22 from 5:30-8 PM at Fremont Studios. The DAC roles will be to be there as floaters to talk about what their experience has been. DAC members will have space reserved in front for the presentation at 6:15 PM. At the open house SDOT will share the Sidewalk Alignment, how it evolved, other ideas proposed, parking management tools, general education as well as activities for kids.

The DAC will have two more meetings during design: one in November 2014 and one in February 2015. SDOT will do more door-to-door stakeholder work in the meantime.

- Karen noted that the Fremont Studios accessible entrance needs to be signed and unlocked.

### **Observer comments to DAC**

- Comment 1 – A small business owner on the west side of Westlake Avenue, boat owner and cyclist commented on the speed on Westlake. A single direction parking lot will be confusing

and will take a learning curve. He would like to see more traffic signals. More signage and signaling are key.

- Comment 2 – Commenter said a west alignment in the parking area could mean parallel parking on the west side of the parking lot. Bicyclists need to change their behavior for this project to not be a problem for pedestrians.
- Comment 3 – Commenter noted two issues at Highland Drive with this alignment. Because of the short throat at Highland, vehicles will back onto Westlake at peak periods. Also, coming north out of the parking lot, people will have to cross the cycle track twice which creates more conflict. He hopes these two safety issues will be addressed.
- Comment 4 – Commenter noted that early in this process SDOT shared they couldn't put the cycle track on the west side of Westlake Avenue North because they can't cut into the hillside but now the hillside is being cut into for a retaining wall. Commenter also asked what happens if the alignment is rejected by the community at the open house.
- Comment 5 – Commenter advocated for stop signs at all of the intersections within the parking area. That could also deter cyclists from using the drive aisle.
- Comment 6 – Commenter shared concern that while it's nice to have trees between Driveways 1 and 3, those trees are costing 20 percent of the parking in that section.
- Comment 7 – Commenter thanked the City for doing a tremendous job knowing their stakeholder's issues. There is a lot of nuance in this alignment such as splitting the cycle track in certain areas. Discussing parking management is also helpful.
- Comment 8 – Commenter noted there are designated fire lanes for accessing most marinas. She doesn't see those acknowledged in the alignment drawing.
- Comment 9 – Commenter noted omissions in pedestrian safety with every pedestrian having to cross the cycle track. There was also no mention of the bicyclists who ride in the parking lot. Realistically, slow and fast bicyclists don't mix. Commenter has been told the City cannot control where bikes can and cannot go. He said he requested a copy of the ordinance preventing the City from governing bicyclists and received no answer though it was hinted at that there might not be an ordinance. He doesn't believe there is a lack of power at SDOT so policies can be changed just like they were changed with the right turn on Mercer. Bicyclists on Westlake must have a higher priority than safety when they use that parking lot.
- Comment 10 – Commenter added that keeping bicyclists off the sidewalk would be great.
- Comment 11 – Commenter noted that Westlake has very little green space and preserving and enhancing the little landscaping that remains should be a priority.
- Comment 12 – Commenter noted that the corridor can't afford to lose 15 percent 20 percent of the parking. The people filling the parking spaces are construction workers and South Lake Union employees. If that can be controlled, then the 20 percent loss of parking spaces could work.

## **Next Steps**

Penny reiterated the two upcoming parking management roundtables and reminded the DAC to send suggestions on people to invite to SDOT.

- Warren noted that Ballard didn't get much of a choice about how on-street parking was managed and some of the strategies the city implemented work very well to eliminate all-day parking.

Penny also reminded the DAC of the upcoming open house on Oct. 22.