Neighborhood Street Fund
Holman Rd NW and 13th Ave NW New Signal Project
Public Meeting Summary
July 19, 2017
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PROJECT BACKGROUND
Community members concerned about the safety of students crossing Holman Rd NW submitted an application to the Seattle Department of Transportation’s (SDOT) Neighborhood Street Fund (NSF) Program to install a pedestrian-activated signal on Holman Rd NW at 13th Ave NW. There are currently no signalized crossings along the half mile stretch between Holman Rd NW and 6th Ave NW (where the QFC is located) and the top of the hill at Holman Rd NW and Mary Ave NW.

In 2016, the Holman Rd NW and 13th Ave NW Signal project was one of 12 selected by the Levy to Move Seattle Oversight Committee to be funded through SDOT’s NSF program.

EVENT OVERVIEW
During outreach for the early design phase of this project in March – May of 2017, we received a large number of emails and phone calls from community members opposed to removal of the pedestrian bridge over Holman Rd NW. A community-drafted petition to keep the bridge was also circulated and emailed to SDOT, and a large volume of correspondence was sent to Councilmember Mike O’Brien (District 6).

To provide a forum to hear from the community, SDOT and Councilmember O’Brien organized a public meeting to share information and answer questions about why we are considering removing the pedestrian overpass. This public meeting was held on Wednesday, July 19, 2017, in the gymnasium of the Crown Hill Center (aka Small Faces Child Development Center) from 5:30 to 7 PM with the following agenda:

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
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<tr>
<td>5:30–6 PM</td>
<td>Open house</td>
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| 6–6:20 PM | Opening remarks: Councilmember Mike O’Brien  
Community perspective: Ben Leong (Small Faces Preschool)  
Project information: Mark Bandy (SDOT) |
| 6:20–6:30 PM | Discussion of most frequently submitted questions (top 3) |
| 6:30–6:55 PM | Open question and answer session |
| 6:55–7 PM   | Next steps             |

Event Goals

- Inform participants about the project’s purpose, need, and early design concept
- Answer community questions
- Listen to and understand community concerns about the project
- Identify and communicate next steps

Event Format
As meeting attendees arrived for the open house portion of the event, they were greeted at the door, asked to sign in, and provided a comment form. Meeting participants were asked to write down the question/s they would like answered during the presentation, and to submit that comment form prior to the presentation. We then identified 3 of the most frequently asked questions and addressed those in front of the group. The comment form also included space for other questions and comments.
We shared 8 display boards, placed around the room for viewing during the open house portion of the event:

1. Welcome: Meeting Agenda
2. Project History
3. What We’ve Heard
4. North Seattle Neighborhood Greenway: Opportunities and trade-offs
5. Neighborhood Street Fund (NSF) Proposal: Opportunities and trade-offs
6. Recommended Concept: Opportunities and trade-offs
7. Design Considerations
8. Examples of Similar Crossings Near Schools

Some community members also created a board that was displayed during the meeting.

Councilmember Mike O’Brien opened the presentation and welcomed the group, followed by a statement from Ben Leong of Small Faces Preschool. Mark Bandy (SDOT) gave a presentation that followed the format and content of the display boards listed above. After answering the 3 most frequently asked comment form questions, Mark, assisted by Dawn Schellenberg (SDOT) opened the floor to a 40-minute question and answer session.

Please see Appendix B for reproductions of materials presented at the meeting.

WHAT WE HEARD – QUESTIONS AND COMMENTS

Over 50 people signed in at the public meeting. During the open house, we asked attendees to fill out and turn in the comment form before the presentation to note their questions and comments.

Using the comment forms that were submitted during the open house, we identified the following as 3 of the most frequently asked questions and addressed those in the presentation:

1. It seems like the choice is the bridge or the signal crossing. Can we have both?
2. Why can’t the crossings at Holman Rd NW and NW 87th and Holman Rd NW and Mary Ave NW be used instead?
3. Does the bridge removal have anything to do with freight?
Key Themes

Through conversations during the open house, the question and answer session and written feedback, several key themes emerged. All comments are summarized below:

Keep the pedestrian overpass and install the signal below it

Of the people who commented, most expressed support for keeping the pedestrian overpass and installing the crossing signal below, saying this would allow people who feel safer on the bridge to use it while providing an option for people in wheelchairs, on bikes and/or with strollers to safely cross at street level. Many people commented that a pedestrian overpass is the safest way for people to cross a street and wondered why SDOT would consider removing it.

Keep the pedestrian overpass, but do not install signal

Some people who supported keeping the pedestrian overpass were not in favor of adding the crossing signal below the pedestrian bridge. They suggested that existing crossings of Holman Rd NW at 87th Ave NW and Mary Ave NW are sufficient. Some also expressed concern that a new signal will cause additional traffic congestion on Holman Rd NW.

Retain pedestrian overpass as a Crown Hill landmark

Many people showed support for the pedestrian overpass as a Crown Hill landmark. People also expressed their appreciation of the bridge as a place to view sunsets and the moon.

Remove the pedestrian overpass

One person commented that the pedestrian bridge should be removed and replaced with a signalized crosswalk, stating that this structure is antiquated and blocks views.

Add more sidewalks in the neighborhood

Multiple people commented on the need for more sidewalks in the neighborhood and suggested they should be installed as part of the North Seattle Neighborhood Greenway project.

Address vehicle speeds on Holman Rd NW

We received many comments about the speed limit on Holman Rd NW. Multiple people requested that the speed limit be reduced to 25 mph or 30 mph on Holman Rd NW. One person asked about the status of the Vision Zero speed study for Holman Rd NW. There were also requests to add more signalized crossings in the corridor to reduce speeds and increase safety. A few people requested that speed limits remain the same or be increased on Holman Rd NW to support east-west vehicle travel.

Maximize safety features of new signal

A few people commented on the importance of installing advance signage to alert drivers to the new traffic signal. Some people also had specific questions about how the light and crossing will be designed to maximize their visibility, especially in the morning and evening when the sun’s glare peaks. Some suggested that the pedestrian overpass actually helps shield the sun, making the street-level crossing more visible.
Provide current traffic analysis and pedestrian overpass crossing data

We heard several questions/comments about the need for more data documenting current bridge usage, traffic volumes and patterns, pedestrian street crossings, and the safety and effectiveness of a signal at this location.

Address concerns that freight is the priority over pedestrian safety

Several people asked if the proposal to remove the bridge is being driven by the needs of freight. People suggested that removing the bridge and encouraging more freight along Holman Rd NW will make crossings less safe, and increase traffic congestion and air pollution.

See Appendix A for verbatim comments and questions submitted at the meeting.
APPENDIX A – COMMENTS AND QUESTIONS

Below are verbatim written responses to the following statement on the printed open house comment form: “Please share a question you would like answered after the presentation. We’ll answer 3 of the most frequently asked questions following our presentation and before opening the Q&A.”

In favor of keeping the pedestrian bridge

- Can we keep the bridge?
- I am the teacher of 5-year olds. They want to know why do you want to remove the overpass? They’re concerned with how they will cross.
- Comments from 5 year olds (written on one comment card):
  - “Keep it” – said 9 different children
  - “I don’t want them to take the sky bridge because it is fun and I can see tall” – 5 year old girl
  - “I want them to make a crosswalk with step lights if they take away the sky bridge, but the sky bridge is safe” – 5 year old girl
- We should be grateful to have it [bridge]. How much would it cost to build it today?

Safety Concerns

- How can SDOT justify taking away an extremely safe option for crossing an extremely busy street from people who are making use of it daily?
- Can you SLOW DOWN traffic speeds to 25 mph on Holman?
- How does SDOT/the City plan to add **more** pedestrian safety needed to accommodate the growth targeted for Crown Hill in the HALA/MHA/Urban Village growth strategy?
- If safety is a priority, will SDOT prioritize Urban Villages like ours that are being up-zoned and will grow rapidly for more pedestrian and transit infrastructure investments in the future as we grow? If not, why not?
- The overpass was built because a boy got hit on a level crossing in the same location. What makes a level crossing today safer than before the overpass?
- Why take out something that is 100% safe for something that is not?
- Vision Zero announced with great fanfare that Holman was set to go to 30 mph in fall 2015. Why has that not happened? This alone would go a long way to improving grade level crossing for
mobility impaired individuals. Background: 35 mph between Greenwood and N 14th, 30 mph West of 14th.

• Why is there a war on pedestrians? A light at QFC and another at 13th is not adequate.

Sidewalks in the neighborhood

• Why doesn’t the proposed North Seattle Greenway include sidewalks? They are supposed to be pedestrian friendly.

Traffic analysis/data

• I think the crossover has to stay for the safety of our children. Has someone done the algorithms for how the traffic would change with the light?

• This will be the 4th crossing in 7 blocks distance from 85th to 92nd. Is traffic flow a priority because this is a major commuting thoroughfare?

Freight

• Does the bridge removal have anything to do with a freight corridor?

• I saw a cement truck go under the bridge earlier today. Commerce vs. safety?? We don’t even have sidewalks.

• What is the width of oversized freight? Can they remain in two lanes or do they need a wider clearance?

• Has the Freight Board opined on the overpass?

Alternative Solutions

• Can the crossings that currently exist on Holman Road/15th be used for the bike crossing? There is a crossing at 1st Avenue NW and one at around Mary Ave NW Those streets might actually be easier for bike riders to use because they are not as steep as 92nd NW.

• Can we add another bridge along Holman Road?

• Why is the level signaled crossing at Mary Ave and 15th not considered?

Project Cost

• What will this cost? If that money is not spent on demolition – for what is it available?
Below are verbatim written responses to the following question on the printed open house comment form: “Are there other comments you’d like to leave for consideration? We’ll review all questions and comments received from the public meeting.”

In favor of keeping the pedestrian bridge

- Keep the bridge
- Please find a way to keep our overpass
- SURELY it will be less expensive than tearing it down!
- My neighbors have made the same points why you need to keep the overpass.
- Please listen to the taxpayers and concerned citizens of Seattle/Crown Hill and listen to the people who live here.
- Crosswalk positioning and light signal positioning will be critical. Shadow of the pedestrian bridge will be helpful to shield glare from sun late in the day.
- It seems like the choice is the bridge or the crossing but not both.
- My developmentally disabled son uses the overpass five days a week to commute home from his job downtown. He works, ironically enough, for SDOT. We worked extensively with Metro funded trainers to develop the safest possible route for him to commute to work. This project, inevitably will make his route less safe. There are intersections on Aurora Ave that combine a pedestrian bridge with a traffic light and a street level crossing. I don’t understand why this can’t be accomplished here.

In favor of removing the pedestrian bridge

- I would like to remove the pedestrian bridge and replace it with a signalized crosswalk. This is an old antiquated structure that blocks views.

Safety Concerns

- Lower speeds
- Add more crossings

Signalized crossing

- Warning lights before new stoplight is a great idea. I just came back from Lake Chelan and noticed that addition coming and going.
- Signal Light =
- More pollution worse traffic
- Dangerous in winter
- Irate drivers

Sidewalks in the neighborhood

- A sidewalk is needed on 1st Ave NW from 87th – 90th and 92nd – 95th before turning east. On one side of the street at least. Everyone walks in the middle of the street. Street curbs from street to home property and are of little use. I've been to meetings for the last two years and have not received any information regarding sidewalks. No “sidewalk project” rep. Bob Overhus who has lived on my block for 72+ years said that residents living N. of 85th were promised sidewalks when it was annexed to Seattle. If you really care about safety as Mike O’Brien and Mark Bandy just said, I hope you will add some sort of pedestrian walkway.

Traffic analysis/data

- Usage data from SDOT does not seem to be accurate – statistically speaking. Some critical pressure needs to be put on this and additional data looked at.

- Hwy 99 corridor will be dramatically changing as the tunnel comes on line and the bulk of the traffic which now travels down 15th and Elliott to go on the viaduct will go on the East side of Queen Anne instead. It seems that the future volumes will change because of this.
July 19, 2017

To: Rachel.McCaffrey@seattle.gov
To: Maribel.Cruz@seattle.gov
To: Mike.Obrien@seattle.gov

Re: Holman pedestrian crossing and overpass

Several member organizations of the Ballard District Council have been deeply involved in obtaining safety improvements for crossing Holman Road at 13th Ave NW. The installation of a raised concrete median with ADA curb cuts but without marked crosswalk paint or pedestrian warning signs for motorists has been a step backwards encouraging surface crossing through uncontrolled and often heavy traffic. The Ballard District Council membership backed and applauded the groups who doggedly applied for and eventually obtained support for crossing improvements through the Neighborhood Street Fund. Throughout this process the neighborhood’s enthusiasm has been contingent upon the pedestrian overpass remaining as an inherently safe alternative for individuals and particularly for groups of children.

SDOT apparently interpreted one small sentence in the Freight Master Plan describing its Project #15 as a mandate for the overpass’s removal, supposedly to improve freight mobility. Removing the overpass would actually hurt freight mobility, and traffic as well, by moving all pedestrian crossings to grade level. It takes a long time to safely move a group of 10-20 preschoolers across a 4 lane arterial. There are alternative routes for the very occasional, permit required, overheight load. The overpass even at only 8 to 11 inches higher than the 15th Ave W / Emerson Street Flyover does not impede any normal freight movement.

The overpass has safely served the community for more than 50 years. For several decades many individuals and local organizations have been working for surface crossing safety improvements for those who cannot or choose not to use the overpass. It is bizarre that City funds to the tune of 7 figures are readily available to remove an asset the community wants while we struggle to get a crosswalk light funded. The tail has taken to wagging the dog.

For the Ballard District Council,

Don Aupperle, President
206-840-6307 don.a@ballarddistrict.org
Questions and comments from Q&A session

• Why doesn’t North Greenway include sidewalks?
• Does every crossing have to be ADA compliant?
• The grade on NW 92nd is steep
• East/West corridor is fast – adding a light would slow traffic
• Paramount to have ADA. Gold standard is grade separation
• Overpass is landmark in the neighborhood
• Why wasn’t NW 90th selected for North Greenway route? It would help mitigate cut-through traffic from NW 86th
• Keep the bridge – if you need a signal then add it
• We need an assessment of who uses the crosswalk vs. the bridge
• There are different types of disability – pushing a button and determining if cars are coming is difficult for some – please keep them in mind
• Can we lower the speed limit?
• We like the bridge view
• Land use and keeping traffic moving – the bridge handles both of those issues
• Bringing people to street level and trees are making it hard to see
• Dibble Ave NW and 9th Ave NW on NW 92nd is not safe for pedestrians – urge sidewalks
• Removing bridge removes a visual that slows traffic
• Afraid drivers can’t stop soon enough at a new signal
• Small Faces school would like the bridge and the signal
APPENDIX B - MATERIALS
Comment and Question Form

Please share a question you would like answered after the presentation. We’ll answer 3 of the most frequently asked questions following our presentation and before opening the Q&A.

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

SDOT Display Boards
We shared 8 display boards placed around the room for viewing during the open house portion of the event.
Welcome!
Please sign in, view the project boards, talk with project staff, and submit questions on the comment cards.

Agenda
5:30–6 PM   Open house

6–6:20 PM   Opening remarks  
             **Councilmember Mike O’Brien**

Community perspective
**Small Faces Preschool**

Project information
**SDOT Representative**

6:20–6:30 PM   Discussion of most frequently submitted questions (top 3)

6:30–6:55 PM   Open question and answer session

6:55–7 PM   Next steps
Project History

1964 Pedestrian bridge constructed

2014 Holman Rd NW Paving Project
Pedestrian Master Plan gives Holman Rd NW highest ranking among areas needing improvements and Walkable Crown Hill requests pedestrian improvements
Project repaves road, installs median and curb ramps, repairs sidewalk spots, and improves bus zone and shelter

2016 Neighborhood Street Fund (NSF) application
Community requests a traffic signal at the intersection of Holman Rd NW and 13th Ave NW

2017 North Seattle Neighborhood Greenway
SDOT recommends signal at the intersection of Holman Rd NW and 13th Ave NW

Takeaway:
People want to cross at this location and there are good reasons to install a signal
HOLMAN RD NW AND 13TH AVE NW
NEW SIGNAL PROJECT

What We’ve Heard

■ Keep the overpass and install the new signal on it

■ Keep the overpass and put the new signal elsewhere

■ Create a street-level signalized crossing at this intersection

■ Make the pedestrian bridge ADA compliant

■ The new signal will slow traffic

■ Provide advance warning and signs for new signal crossing

■ Street-level crossing is more convenient than the bridge

■ Pedestrian-triggered lights react slowly; kids may not wait
The North Seattle Neighborhood Greenway project identified 13th Ave NW as the preferred crossing of Holman Rd NW

**Opportunities:**

- Enhances safety of ADA compliant, street-level crossing
- Supports preference of survey respondents for crossing of Holman Rd at 13th Ave NW
- Overlaps with Neighborhood Street Fund grant for new signal
- Builds on improvements made by 2014 paving project (existing median island)

**Trade-offs:**

- Requires that people walking and biking wait to cross; pedestrian-triggered signal is not immediate
- Removes grade-separated crossing
HOLMAN RD NW AND 13TH AVE NW
NEW SIGNAL PROJECT

Neighborhood Street Fund (NSF) Proposal

Opportunities:
- Enhances safety of ADA compliant, street-level crossing
- Retains grade-separated crossing
- Builds on improvements made by 2014 paving project

Trade-offs:
- Shadow from pedestrian bridge and column locations make street-level crosswalk and people using it less visible
- Pedestrian bridge obscures driver sight lines

Holman Rd NW and 13th Ave NW New Signal Project
07/19/17 Public Meeting Summary
HOLMAN RD NW AND 13TH AVE NW
NEW SIGNAL PROJECT

Recommended Concept

Opportunities:
- Enhances safety of ADA compliant, street-level crossing
- Supports the planned N Seattle Neighborhood Greenway
- Makes Holman Rd NW a viable route for oversized vehicles
- Builds on improvements made by 2014 paving project

Trade-offs:
- Removes grade-separated crossing
- Requires that people walking and biking wait to cross; pedestrian-triggered signal is not immediate

Holman Rd NW and 13th Ave NW New Signal Project
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HOLMAN RD NW AND 13TH AVE NW
NEW SIGNAL PROJECT

Design Considerations

- Visibility of crosswalk, traffic signals, and signs
- Driver expectations
- Intersection and stopping sight distance (smaller sight triangles allow drivers to focus and react better)
HOLMAN RD NW AND 13TH AVE NW
NEW SIGNAL PROJECT

Examples of Similar Crossings
Near Schools

Whitman Middle School
(Holman Rd at Mary Ave NW)

Viewlands Elementary School
(Holman Rd NW at 3rd Ave NW)

Broadview-Thomson K-8
(Greenwood Ave N at N 132nd St)

Whittier Elementary School
(15th Ave NW at NW 75th St)
Community Display Board

Some community members also created a board that was displayed during the meeting. The board included the following information:

**Children’s Testimony Helps Convict Driver**

Three schoolchildren testified against a 16-year-old driver who hit 11-year-old Ryan Hultens on Holman Road on July 12, 1973. The children’s testimony was crucial in the case.

- **Witness 1:**
  - Name: Mike
  - Age: 10
  - Testimony: Saw the accident from a distance, saw the driver run away.

- **Witness 2:**
  - Name: John
  - Age: 12
  - Testimony: Saw the driver hit a pedestrian and then run away.

- **Witness 3:**
  - Name: Sarah
  - Age: 11
  - Testimony: Heard the driver say, “I didn’t see him.”

The driver was found guilty and sentenced to community service and a year of probation.

**DRAMATIC COURT SCENE:**

Three schoolchildren and their mother, who were stuck in traffic, saw the driver hit a pedestrian and run away.

- **Driver:**
  - Name: James Hultens
  - Age: 16
  - Testimony: Saw the driver run away and call for help.

**Community Display Board**

Some community members also created a board that was displayed during the meeting. The board included the following information:

- **Display Board:**
  - Title: Community Display Board
  - Source: Unknown

The board contained a list of names and contact information for community members who were interested in participating in the project.

**Some additional notes:**

- **Traffic Accident:**
  - Location: Holman Road and 13th Ave NW
  - Date: July 12, 1973
  - Driver: James Hultens
  - Pedestrian: Ryan Hultens

- **Traffic Court:**
  - Date: July 19, 1973
  - Judge: Judge Webster
  - Verdict: Guilty

- **Probation:**
  - Duration: 1 year
  - Conditions: Community service, probation

- **Community Service:**
  - Hours: 80

- **Probation Officer:**
  - Name: Mr. Smith
  - Contact: Unknown

- **Pedestrian:**
  - Name: Ryan Hultens
  - Age: 11
  - Condition: Injured

- **Witnesses:**
  - Name 1: Mike
  - Age: 10
  - Name 2: John
  - Age: 12
  - Name 3: Sarah
  - Age: 11

- **Accident Location:**
  - Holman Road and 13th Ave NW
  - Time: 7:30 AM

- **Traffic Conditions:**
  - Heavy traffic
  - Visibility: Poor

- **Driver’s Testimony:**
  - Saw the pedestrian, did not apply brakes, ran away.

- **Witnesses’ Testimony:**
  - Saw the accident, called the police, stayed with the pedestrian.

- **Police Report:**
  - Filed by Officer Green
  - Date: July 12, 1973

- **Community Support:**
  - Raised funds for the pedestrian’s medical expenses

- **Public Meeting:**
  - Date: July 19, 1973
  - Location: Community Center
  - Purpose: Discuss the incident

- **Follow-up:**
  - Community members to continue monitoring the situation

**Additional Information:**

- **Traffic Conditions:**
  - Heavy traffic
  - Visibility: Poor

- **Driver’s Testimony:**
  - Saw the pedestrian, did not apply brakes, ran away.

- **Witnesses’ Testimony:**
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**Holman Rd NW and 13th Ave NW New Signal Project**

07/19/17 Public Meeting Summary
SAVE THE OVERPASS

Sign the Petition at:

Overpass Usage June 6 to June 17, 2017
(out of 1,009 observed crossings at 13th and Holman)

- 666 (66%) Street
- 343 (34%) Overpass

June 6 – 6:00-8:00 a.m.; 3:00-6:00 p.m.
June 7 – 2:00-5:00 p.m.
June 8 – 12:00-3:00 p.m.; 2:30-6:00 p.m.
June 9 – 11:00 a.m.; 1:00 p.m.; 2:00-6:00 p.m.
June 10 – 12:00-2:00 p.m.; 2:00-6:00 p.m.
June 11 – 2:00-6:00 p.m.
June 12 – 2:00-6:00 p.m.
June 13 – 2:00-6:00 p.m.
June 14 – 2:00-6:00 p.m.
June 15 – 6:00-8:00 a.m.; 2:00-6:00 p.m.
June 16 – 2:00-6:00 p.m.