Frequently Asked Questions: Proposed Cycle Track on NE 65th St between Sand Point Way and the Burke Gilman Trail

This set of frequently asked questions (FAQ) addresses of all the questions we have received after our initial outreach for a family-friendly non-motorized connection on NE 65th between the Burke Gilman Trail and Sand Point Way. If you have additional questions or comments, please see the contact information at the end of this document. For a description of the project, visit http://www.seattle.gov/transportation/ne65th.htm .

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Project Overview Questions

What is the purpose of the project?

- The project's purpose is to provide a family-friendly connection between the Burke Gilman Trail and Magnuson Park that serves people of all ages and abilities who ride bicycles. To make this connection today, people on bicycles must either ride in the street, which is not comfortable for all types of riders, or on the sidewalk, which affects pedestrians.

  This project will connect to an upcoming project within Magnuson Park to create a continuous non-motorized off-street connection all the way from the Burke Gilman Trail to Lake Washington. As Magnuson Park has redeveloped over the last five years, the Parks Department has regularly received requests for comfortable, safe, family-friendly connections between the Burke Gilman Trail and Magnuson Park.

What is SDOT proposing?

- SDOT is proposing a separated, two-way cycle track on the south side of NE 65th Street between the Burke Gilman trail and Sand Point Way. Click here to see the project schematics. http://www.seattle.gov/transportation/ne65th.htm.

What is a separated cycle track?

- A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor vehicle traffic and distinct from the sidewalk.[1]

[1] National Association of City Transportation Officials, http://nacto.org/cities-for-cycling/design-guide/cycle-tracks/

Figure 1: Two-way cycle track in Vancouver, Canada2

How do cycle tracks improve safety?

- Cycle tracks dedicate and protect space for bicyclists to create a safer and more comfortable space. They greatly reduce the risk and fear of collisions with vehicles.

  > "Compared with bicycling on a reference street…these cycle tracks had a 28% lower injury rate." Lusk, A., Furth, P., Morency, P., Miranda-Moreno, L., Willett, W., Dennerlein, J. (2010). Risk of injury for bicycling on cycle tracks versus in the street. Injury Prevention.
  >
  > "Cyclists feel most secure on roads with cycle tracks and most at risk on roads with mixed traffic." Jensen, S. U., Rosenkilde, C., and Jensen, N. (2007). Road safety and perceived risk of cycle facilities in Copenhagen. Copenhagen: Trafitec Research Center.

- Cycle tracks reduce the risk of 'dooring' (being hit by an opening car door) compared to a bike lane, and eliminate the risk of a doored bicyclist being run over by a motor vehicle.[3]
- Pedestrian safety and comfort is improved by providing a separate facility for people who ride bikes so they don't ride on the sidewalk.

Are two-way cycle tracks safe for people on bikes? Do they encourage "wrong-way" riding?

- People learning to ride bicycles are taught to ride on the right side of the road, *unless otherwise directed*. Providing a physically separated space for biking provides the safest option for people on bikes. The proposed westbound cycle track lane ends at a low curb barrier, directing people on bikes to the trail or to the right side of the road at the existing crosswalk.

[2] City of Vancouver, https://vancouver.ca/engsvcs/transport/cycling/
[3] http://nacto.org/cities-for-cycling/design-guide/cycle-tracks/two-way-cycle-tracks/

Why is SDOT proposing a cycle track instead of other bicycle treatments?

- SDOT recognizes that families with children and others who ride bikes on the Burke Gillman Trail and want to go to Magnuson Park may not be comfortable riding on arterial streets. A two-way separated cycle track provides a higher level of safety and comfort than other treatments (such as bicycle lanes or in-lane riding) particularly with regards to risks from vehicles and "dooring" (being hit by an opening car door). Cycle tracks have been implemented successfully at other locations in Seattle and throughout the world, including Portland, OR; Chicago, IL; Washington D.C.; New York, NY, and Vancouver, Canada. Two-way cycle tracks are supported by the National Association of City Transportation Officials, the League of American Bicyclists, and the Cascade Bicycle Club.

Why is a project being proposed on NE 65th St rather than other locations?

- SDOT considered alternative locations, including NE 70th Street and NE 77th Streets. The NE 65th Street location is preferred due to its alignment with the park's south entrance and the existing wide asphalt path connection to the park. At NE 65th St there is an existing traffic signal, there are only two driveways on the south side of the street, and there is low daily parking utilization. In contrast, both NE 70th and NE 77th streets have steeper grades, "T"-intersections at Sand Point Way which do not provide direct access to the park for people on bikes, and narrower widths (which would likely require more parking removal). Additionally, NE 77th does not offer a signalized crossing or a sidewalk for pedestrians and would likely require new retaining walls on the east side of Sand Point, which would make this location prohibitively expensive.
- Locating the project on NE 65th also leverages several upcoming investments, including:
    - Upgrades to the curb ramp and sidewalk areas at three corners of the NE 65th St and Sand Point Way intersection to provide better conditions for people with strollers, wheelchairs, and other mobility challenges.
    - An extension of the asphalt pathway on NE 65th between 62nd Ave NE and Sportsfield Drive, which will allow uninterrupted off-street access to the water front and Lake Shore Promenade non-motorized path.
    - New potential non-motorized trails in conjunction with SR 520 mitigation work.

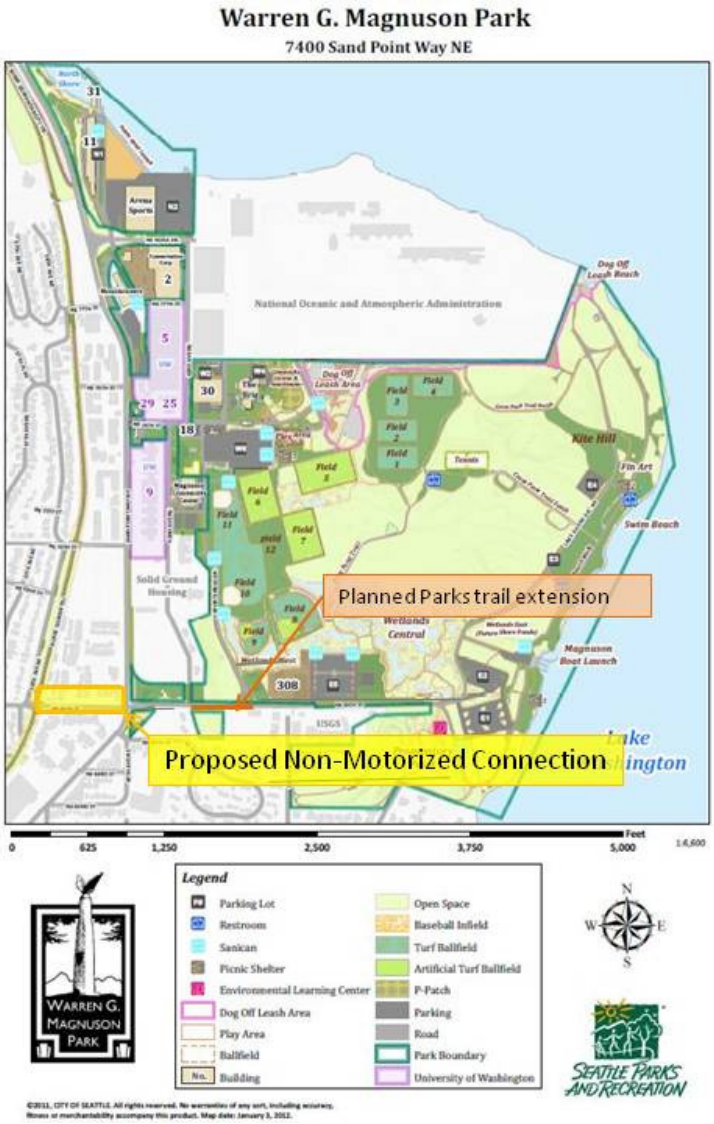


Figure 2: Project location

What would the project look like?

- The project would install a two-way cycle track along the south side of NE 65th Street. The cycle track would be ten feet wide and would be separated from vehicle traffic by a sturdy metal barrier. At the cycle track entrances and at the driveway approaches, separation would be provided by 6-inch high concrete curb buffers and paint. A diagram is shown below.
- The project also includes pedestrian improvements at the intersection of NE 65th Street and Sand Point Way NE, which are being coordinated with Seattle Public Utilities and the Seattle Parks Department. These improvements include new curb ramps for people with strollers, wheelchairs, and other mobility challenges; a curb extension on the east side of the intersection to shorten the crossing distance of NE 65th, better aligned crosswalks; larger waiting areas; improved drainage; and improved location of pedestrian signal call buttons.

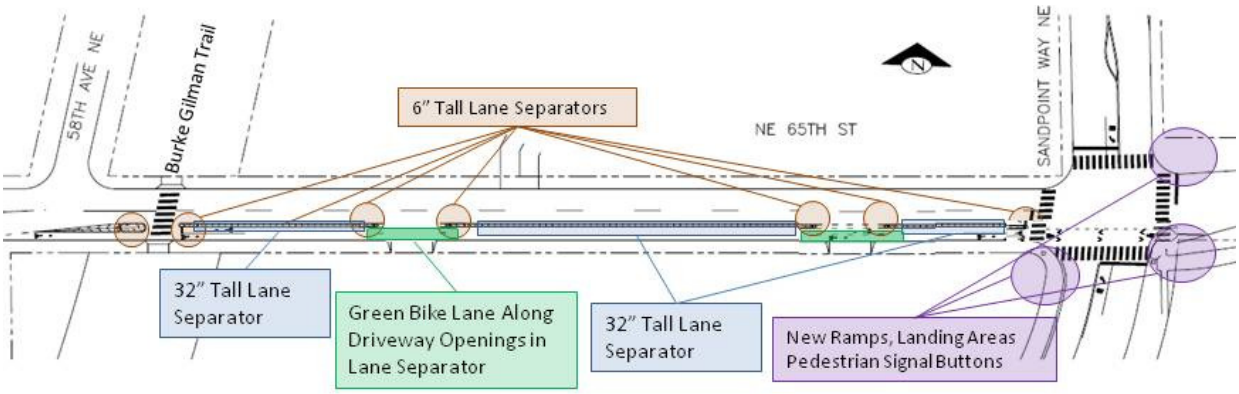


Figure 3: Project overview

Who requested the project?

- The Parks Department has been receiving a significant volume of requests for comfortable, family-friendly connections between the Burke Gilman Trail and Magnuson Park for the past five years, particularly in light of the park's recent redevelopment.
- The project developed from collaboration between the Seattle Parks Department, Seattle Public Utilities, and SDOT.

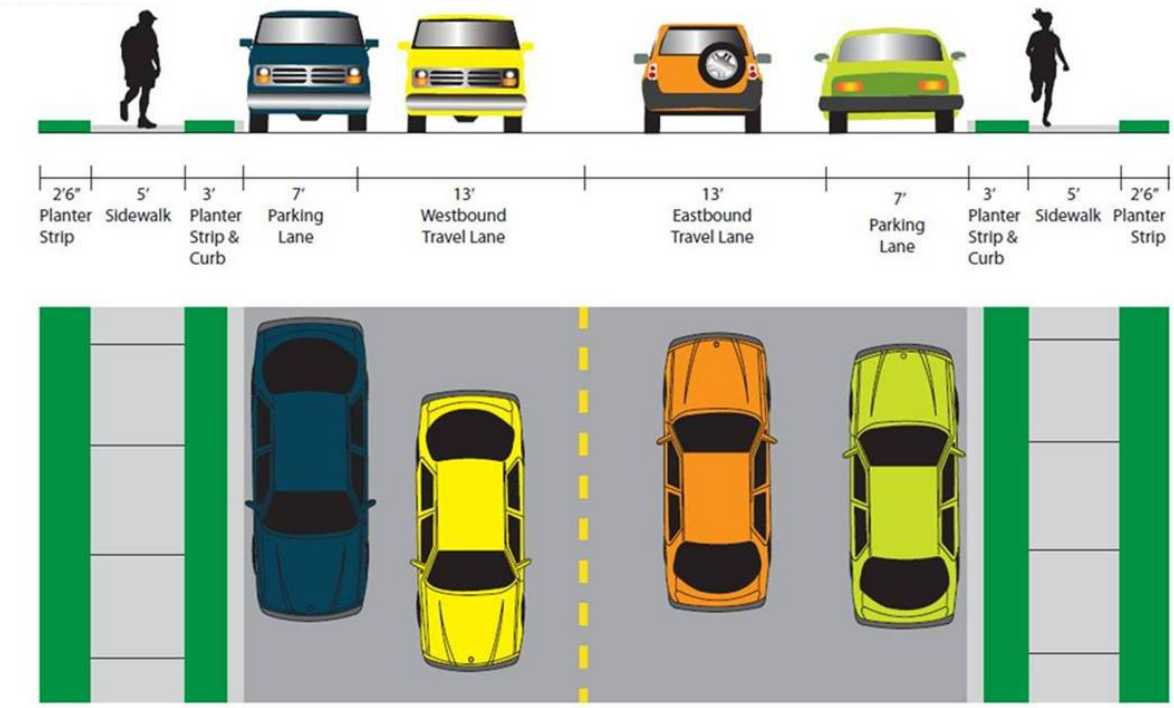
Traffic & Access Questions

How would this affect the travel lanes?

- Motor vehicle lanes would be realigned to create one standard 10-foot eastbound lane, and one standard 17-foot westbound/parking lane. These widths are standard for minor arterials like NE 65th Street; for example, 8th Ave NW from NW Market to Leary Way NW and northbound 5th Ave NE from Banner Way NE to NE 85th Street both have standard 10-foot travel lanes and 7-foot parking areas. In comparison, typical highway lanes are 12 feet wide, narrower than the current lane widths on NE 65th Street.
- The cycle track would be as wide as two bike lanes placed side-by-side, or as wide as much of the Burke Gilman Trail. The new cross sections are shown below.

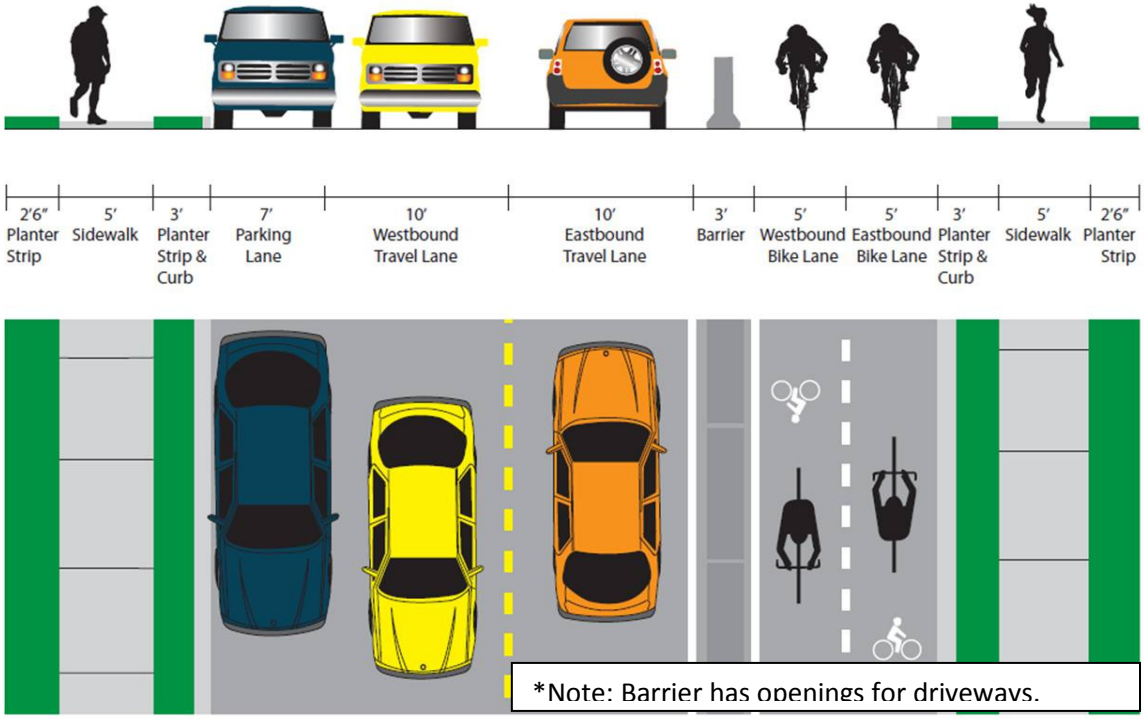
NE 65th between the Burke Gilman Trail and Sand Point Way

EXISTING, facing east



NE 65th between the Burke Gilman Trail and Sand Point Way

PROPOSED, facing east



Would this project affect emergency vehicle access?

- No, emergency vehicles will still be able to access all adjacent properties. The project is being designed with open space and low curbs at the Sandpointer Condominium complex driveways to maintain access for emergency vehicles. Additionally, neither adjacent property's Sand Point Way driveways will be affected.

Will the new lanes be blocked by the bus layover area?

- No. Metro is eliminating the bus layover on NE 65th St at the end of September, 2012. This will help southbound drivers make right turns on to NE 65th after the new lane markings have been implemented. Use of the bus zone will be limited to Metro's night & weekend routing for Route #30. Bus loading takes approximately 10 seconds.

Would the new lanes be wide enough to accommodate bus traffic?

- Yes. SDOT has been coordinating with Metro to ensure that bus travel will still be accommodated on NE 65th Street.

Would the new lanes be wide enough to accommodate semi-trucks?

- The new lanes will be ten feet wide, similar to other minor arterials like 8th Ave NW from NW Market to Leary Way NW and northbound 5th Ave NE from Banner Way NE to NE 85th Street, both of which have standard 10-foot travel lanes and 7-foot parking areas and accommodate all types of vehicles.

Does the plan include traffic islands between the two motor vehicle lanes?

- No.

How would this project affect the intersection of NE 65th St & Sand Point Way?

- SDOT anticipates some increase in queuing on eastbound NE 65th St because motorists waiting to make a left turn on to Sand Point Way NE or continue straight to Magnuson Park will delay motorists who currently can make a right turn on red.
- SDOT conducted a study of this intersection and found that during the busiest hour of morning use, 22 of the 72 drivers traveling east on NE 65th St made a right turn (30%), while 34 turned left (47%), and 16 continued eastbound (22%). During the busiest hour of afternoon use, 68 of the 190 drivers traveling east on NE 65th made the right turn (36%), 68 made this left turn (36%), and 54 continued eastbound (28%), as shown below.

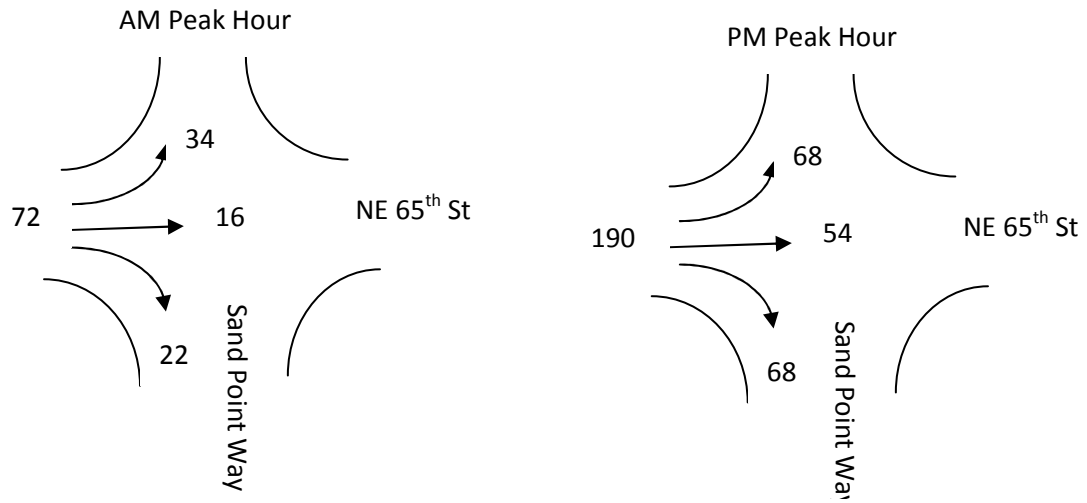


Figure 4: Turning movements

- SDOT conducted a signal analysis and found that drivers traveling eastbound on NE 65th will experience an average additional delay of ten seconds during the busiest afternoon travel hour. Overall, drivers passing through the intersection will experience an average of 2.5 seconds of additional delay at the intersection during the busiest afternoon travel hour. During non-peak times, additional delays will be significantly lower.
- Right turns on red at the intersection would not be otherwise affected, nor would right turns from the Park Point or Sandpointer complexes' Sand Point Way driveways.
- SDOT is currently developing signage to provide direction for people on bikes at the intersection.
- SDOT confirmed that emergency vehicles, boat trailers, and other large vehicles will still be able to make all turns at the intersection. See turning radii analysis here.
- Drivers turning right on to Sand Point Way are currently required to yield to people biking across Sand Point Way on NE 65th Street; this will still be true after the project is implemented. Regulations for bicycling and driving with bicyclists can be found here: http://www.seattle.gov/transportation/bikecode.htm.
- Pedestrians will have new curbs and ramps, shorter crossing distances of NE 65th St, more waiting area, and more accessible pedestrian signal call buttons. See below for a sketch of the new pedestrian alignment.

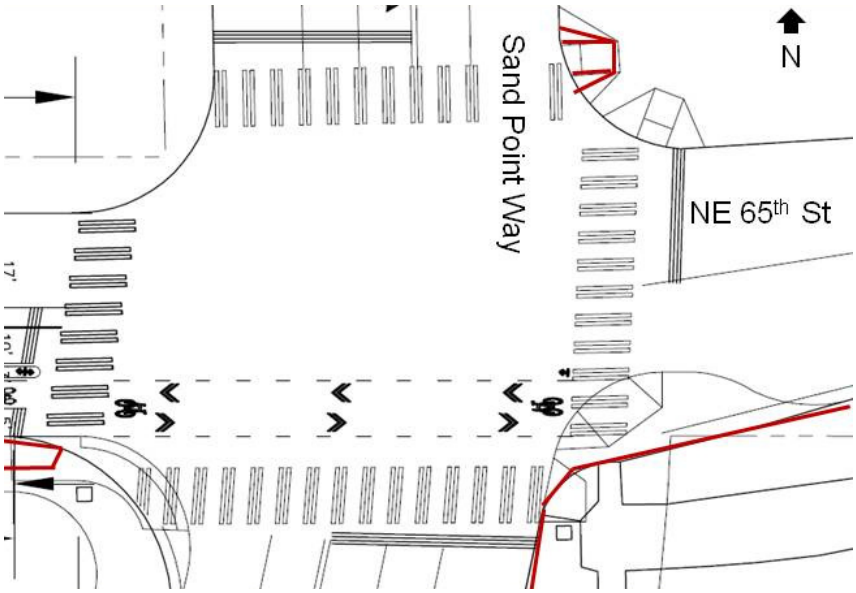


Figure 5: Existing Pedestrian amenities to be upgraded shown in red.

Will signal at NE 65th Street & Sand Point Way have a left turn signal, bike/walk only signal, or other changes?

- Currently, this intersection does not have the volumes necessary for these changes. SDOT will continue to monitor the intersection performance and evaluate these options in the future.

How would this project affect driveway access at the Sandpointer Condominium complex?

- The proposed project has been designed to preserve access and sightlines where the Sandpointer driveways enter the public right of way. Drivers will need to look both ways as they exit the driveways, as they currently do, to watch for people on the sidewalk and people on bicycles in the street. At the driveways, drivers will be reminded to watch for people on bikes through the use of a painted green area with bicycle legends on the cycle track. A diagram of this area is shown below.

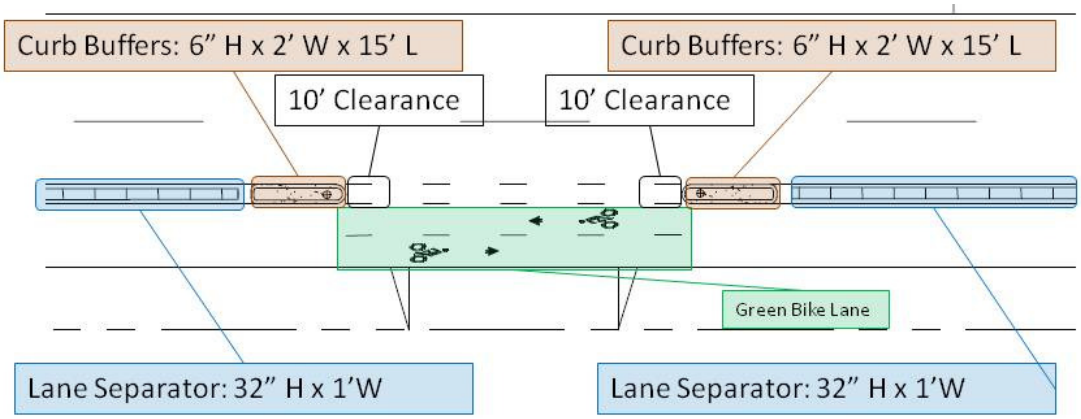


Figure 6: 40 foot opening in barrier. Access to Sandpointer driveways will NOT be affected.

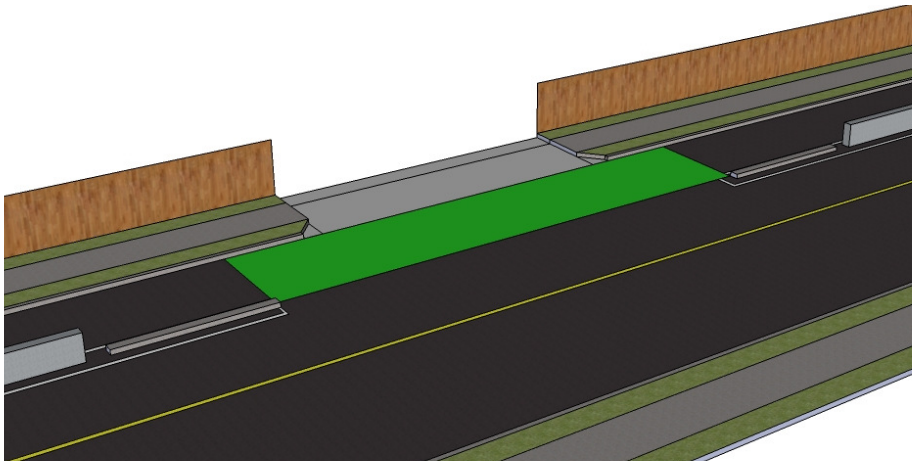


Figure 7: Concept sketch showing lane separation at driveway (looking south)

- Currently, the condo's fenceline limits the line of sight for drivers checking for people riding bikes on the sidewalk. SDOT anticipates that people who normally ride bicycles on the sidewalk will choose to use the cycle track instead; this change would improve the existing conditions by increasing the sight distance and therefore the available reaction time for drivers exiting the condominium complex.

Figure 8: Sandpointer Driveway (Current)

- SDOT conducted turning analyses which indicate that standard 30 foot delivery vehicles will be able to enter and exit the Sand Pointer Driveways. See below.

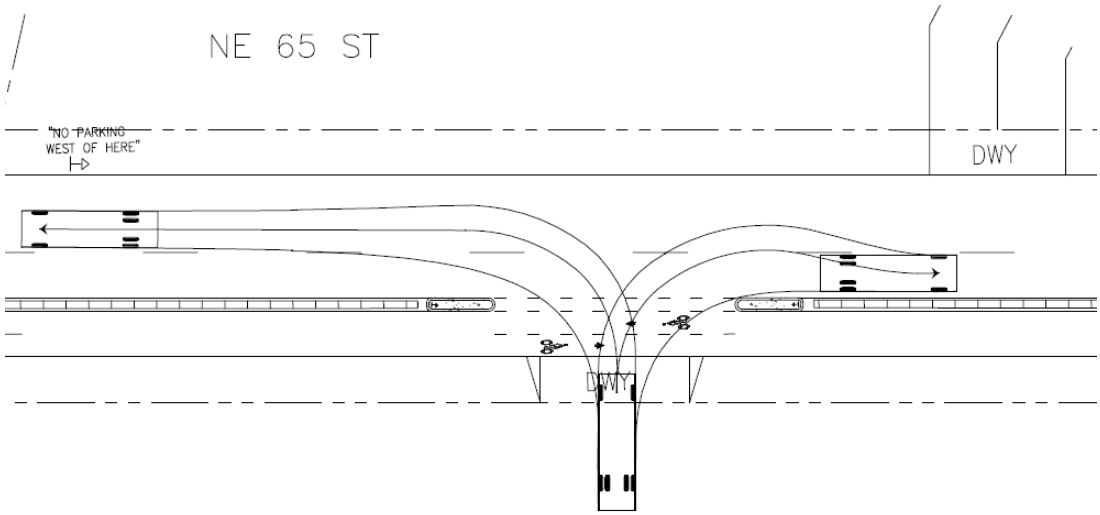


Figure 9: Turning movements for 30-foot vehicle

- Emergency vehicle access will not be affected.
- SDOT will continue to monitor the performance where the condo driveways enter the public right of way and will make alterations if necessary.

How many drivers use NE 65th Street?

- SDOT conducted vehicle speed and volume studies from 4/9/12 to 4/16/12.
  - Eastbound – Average daily traffic was 1,789 cars. Drivers show a tendency to travel faster than the posted 30 mph speed limit; the 85th percentile speed (the speed that most people are driving) was 33.4 mph.
  - Westbound – Average daily traffic was 2,000 cars. Drivers show a tendency to travel faster than the posted 30 mph speed limit; the 85th percentile speed (the speed that most people are driving) was 33.7 mph.

Will the lane changes affect the travel speeds on NE 65th Street?

- Yes, SDOT expects higher compliance with the existing 30 mph speed limit.

Why is SDOT proposing the use of physical lane separation?

- The proposed facility is designed to serve the needs of people of all ages and abilities. Parents riding with children, slower riders, and less experienced riders will feel much more comfortable with physical separation between themselves and traffic than they would with painted lane markings. Physical barriers such as those proposed greatly reduce the fear and risk of being struck by an overtaking car or being struck when doors of parked cars are opened in front of a rider.

What would the barrier look like?

- The barrier used to separate the cycle track from the vehicle travel lane is one foot wide and 32 inches tall, with “feet” that extend six inches in either direction, and is made out of steel (see

below). The barrier is designed with sightlines in mind – at 32 inches tall it is lower than the driver's eye level in passenger cars (41 inches). The barrier has spaces at regular intervals to maintain current storm water flow.

Figure 10: Barrier for cycle track separation

What would happen if a car hit the barrier?

- The lane separator is designed to redirect cars back in to the street. The separator will have object markers and reflectors for visibility.

Did SDOT evaluate other forms of lane separation?

- Yes. SDOT evaluated the use of "candlestick" style lane delineators, painted bike lanes, and painted buffered bike lanes. None of these options provided the level of safety and comfort offered by the lane separators described above.

Will it be possible to replace the lane separators with "planter-box" style lane separators in the future?

- Some cities have implemented "planter-box" style lane separators (see figure 1, above). While the budget does not currently allow for this style of separation, SDOT would evaluate their effectiveness and maintenance implications if there is significant community interest. This could potentially be funded through the Neighborhood Project Fund.

Is the lane separator the appropriate height?

- The barrier used to separate the cycle track from the vehicle travel lanes is 32 inches high. Drivers will be able to see over the top of the barrier, as the driver's eye level of a passenger car is typically 42 inches from the ground. The barrier is therefore high enough to provide a level of comfort for people of all ages and abilities, but low enough to preserve sightlines. The closest cycle track lane to the lane separator is the slower, uphill lane, making it unlikely that a fast-moving cyclist will vault over the barrier.

Will the lane changes divert traffic on to non-arterial streets or NE 70th Street?

- It is unlikely that non-arterial streets or NE 70th will see an increase in traffic; SDOT signal analysis shows very little increase in delay at the intersection of NE 65th & Sand Point Way; lanes

will be standard widths; local streets south of NE 65th have few connections to arterials; and the total volume of traffic on NE 65th is relatively low.

Will the project address the speed limits or actual speeds on Sand Point Way? Does SDOT have jurisdiction over Sand Point Way?

- This project will improve the crossing of Sand Point Way, but does not change speed limits on Sand Point Way. Jurisdiction over Sand Point Way is shared with SDOT and the Washington State Department of Transportation.

Parking Questions

How will this affect parking?

- The project would consolidate parking to the north side of NE 65th St by eliminating parking on the south side of the street. SDOT conducted a parking study from 7/11/12-7/15/12 at various times of the day and night, and never counted more than five of the approximately 44 spaces in use (11%). Removing 23 of these spaces should not significantly impact parking under normal circumstances. During periods of unusually high demand, such as during Magnusson Park events or functions held at the adjacent condominium complexes, drivers may need to travel further west on NE 65th St to find parking. Both nearby condominium complexes provide onsite parking for their residents and a small amount of guest parking.
- The consolidated parking may be offset by a long-term increase in bicycle use for commute and recreational trips to the park. The Parks Department would actively promote the new connection to the Magnuson Park professional and residential tenants.

Will this project affect the number of people who park cars on NE 65th while riding on the Burke Gilman Trail?

- SDOT does not anticipate any change in the number of people who park on NE 65th and ride on the trail. Improving facilities that lead away from the trail increases the likelihood that riders will feel comfortable parking farther away from the trail entrance.

Would there be an advantage to removing parking on both sides of the street?

- The parking on the north side of the street should contribute to traffic calming on NE 65th Street. Parking is prohibited near the entrances to the Burke-Gilman Trail to preserve sightlines.

Bicycle questions

How many people ride bicycles on 65th?

- SDOT conducted a weekday morning count and found twenty people riding bicycles on NE 65th during the morning peak hour and twenty-seven during the afternoon peak hour. This count did not include weekend ridership.

Do people ride bicycles in Magnuson Park?

- Yes, families with children regularly ride in the park, and the Magnuson Park Administration encourages this activity. For more information, visit http://www.seattle.gov/parks/magnuson/bike.htm. People on bikes can ride the Waterfront Promenade Trail loop without sharing space with cars, and can ride the other low-volume paved trails throughout the park. Upcoming paths developed through the SR 520 mitigation project may yield even more places for people to ride on bikes.

Will people bicycle on the cycle track or on the sidewalk?

- Due to the sidewalk's narrow 5-foot width, and the cycle track's physical barrier next to the traffic lane, SDOT anticipates that most people on bikes will use the cycle track.

Will the cycle track serve commuters or recreational cyclists?

- The cycle track is designed around the needs of families with children and other people who are less comfortable biking with cars, but will likely be used by commuters as well. The Parks Department will actively promote the connection to the many organizations that are based in Magnuson Park, such as NOAA, UW, and USGS.

Are the cycle track lanes wide enough?

- Yes. The cycle track meets the guidelines provided by the National Association of City Traffic Officials.

Is the grade on NE 65th too steep for people on bikes?

- No, SDOT experience and outreach for the cycle track indicate that the people of all ages and abilities will be comfortable with the grade. Having separation from traffic is particularly beneficial for uphill cycling, when bicycle speeds are slower.

What affect will the cycle track have on the speed and number of people on bikes on NE 65th St?

- SDOT does not project an increase in the speed of people on bikes as a result of the project. An increase in families riding with children would decrease the average biking speed. SDOT anticipates that both commute and weekend ridership will gradually rise over time.

Will this project affect the interactions of people driving on NE 65th St and people on bikes who cross NE 65th St on the Burke Gilman Trail?

- SDOT does not anticipate any changes to rider or driver behavior at the trail intersection as a result of the project, except that it may make drivers more aware of the presence of the trail.

What are cross bikes? Why are they used instead of green bike lanes?

- Cross-bikes are similar to crosswalks (see below). They provide additional warning to drivers that bicycles are likely to cross at that location. They also provide people on bikes with a place to cross that is not in the crosswalk, reducing the potential of bicycle/pedestrian conflicts. Current SDOT standards call for their use, but SDOT will evaluate the use of green bike lanes at this crossing in the future.

Figure 11: Cross-bikes provide additional warning to drivers and can reduce bicycle-pedestrian conflicts.

Does this project add stop signs for cars at the intersection of NE 65th & the Burke-Gilman Trail?

- No. Currently, assignment of right of way (i.e. which direction of travel yields or stops) varies along our trail system. Typically, where the trail crosses an arterial, the arterial will have the right of way due to higher volumes of traffic on the street. Due to the popularity of biking and walking, we have seen the trail volumes increase over the years. The Bicycle Master Plan (BMP) identifies assignment of right of way issues as a priority, and in 2012 we will begin to move forward with a process to define whether the trail or street should have the right of way. The BMP outlines the criteria we need to define the assignment of right of way and once we collect all necessary data, we will move forward with altering intersections as funding permits.

Does this project address bike licensing?

- No. The process of licensing bicyclists would come under the jurisdiction of the State of Washington in the same way that motorists are licensed through the State Department of Licensing (DOL). At this point, the DOL has not initiated a bicycle-specific license due to the additional cost and staff time.

Pedestrian Questions

How will this project affect pedestrians?

- SDOT anticipates that this project will improve conditions for pedestrians by encouraging cautious riders to use the cycle track rather than the sidewalk. The pedestrian improvements to the intersection on NE 65th St and Sand Point Way will shorten the crossing distance of NE 65th Street, and make it easier for people with strollers, walkers, wheelchairs, or other mobility challenges to cross the street and access the park safely.
- See below for a sketch of the new pedestrian alignment.

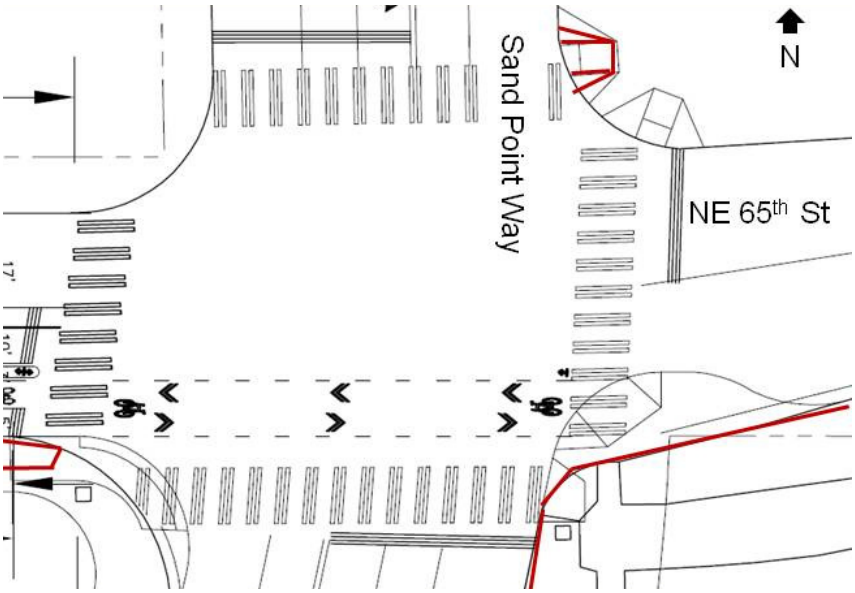


Figure 12: Existing pedestrian amenities to be upgraded shown in red.

Funding & Scheduling Questions

How much will the project cost?

- The pedestrian intersection improvements and cycle track would be completed using an estimated $80,000 of Bicycle Master Plan (BMP) funding. This would leverage the $35,000 of BMP funding that SDOT recently used to repair the pavement surface on the south side of NE 65th St. Seattle Public Utilities is providing additional funding for improvements to the NE 65th Street & Sand Point Way intersection.

How does the cost compare with other transportation projects?

- This project was designed to maximize the efficiency of public transportation dollars by reusing a lane separator no longer needed by another project. Approximately seven hundred feet of lane separation will be achieved while constructing only 30 feet of new curb barriers.
- SDOT spends a small percentage of its budget on bicycle-specific projects; for example, in 2010, approximately two percent of SDOT's budget was dedicated to bicycle-specific projects. Bicycle and pedestrian projects can be accomplished at much lower costs than vehicular projects.

Could the funding be used for pavement surface improvements or sidewalks along Sand Point Way?

- No. Although the project will benefit pedestrians as well people on bicycles, it is funded exclusively through the Bicycle Master Plan budget.
- We know there is great interest in more sidewalks on Sand Point Way and through the Bridging the Gap levy, progress has been made on building sidewalks along Sand Point Way including these projects:
    - Sand Point Way NE between 40th Ave NE and 41st Ave NE (2007)

    - Sand Point Way NE between 47th Ave NE and NE 50th St (2010)
    - Sand Point Way NE between NE 66th St to NE 70th St (2010)
    - Sand Point Way NE from NE 80th St to the Burke Gilman Trail Spur (2010)
- Community requests for new sidewalks can also be made through the Bridging the Gap Neighborhood Street Fund program here: http://www.seattle.gov/transportation/btg_nsf_large.htm.

When would the project be built?

- Installation of the cycle track is currently proposed for late Fall, 2012. Next steps for the cycle track are:
    - SDOT gathered input from the greater community at the Open Houses on September 17th and 19th, and will continue to review comments received by phone and e-mail. Questions received before 10/1/12 will be answered in the online FAQ.
- Pedestrian intersection improvements will be scheduled in conjunction with upcoming improvements within the Park.

Maintenance & Utilities Questions

Will this project require more street lighting?

- No. There are six streetlights along the route of the project. Additionally, SDOT anticipates that most new riders will be riding during the day.

Will this project affect trash pick-up?

- SDOT has coordinated with Seattle Public Utilities' Solid Waste division and does not foresee any impacts to curbside pick-up. Pick-up would likely be accomplished with an in-lane pickup; Sandpointer residents would leave cans on the curb as they currently do.

Will the project affect snow routes?

- No. NE 65th will still be a designated snow route. Snow will be cleared to the north side of the street.

What effect will the cycle track have on drainage?

- The cycle track shouldn't create problems with puddles, as the barrier has opening at regular intervals to prevent alterations to the existing drainage. Drainage should actually improve at the intersection of Sand Point Way and NE 65th, as SPU is implementing stormwater improvements at the SW corner along with the pedestrian improvements.

How will the cycle track be maintained; won't leaves and debris collect in the cycle track?

- SDOT facilities with similar lane separators have not experienced problems with leaf or trash accumulation. If issues arise, SDOT will consider solutions, including additional street sweeping services.

- The Cascade Bicycle Club has agreed to adopt the cycle track for the first year of its implementation to closely monitor its maintenance needs.

Policy Questions

How does this reflect Seattle policies?

- The Magnuson Park Strategic Plan, currently in development, includes enhancing multi-modal connectivity within the park and to the surrounding community as a high priority.
- The current Seattle Bicycle Master Plan calls for increased connections between the Burke Gilman Trail and the NE Seattle neighborhoods. The Bicycle Master Plan also calls for an increase in both commute and non-commute facilities. Outreach for the 2012 Seattle Bicycle Master Plan update has identified safety, separated facilities for all ages and abilities, and connections to popular destinations as key desires from Seattle community members.
- The Seattle Pedestrian Master Plan calls for planning, designing, and building complete streets that accommodate all modes of travel.
- The Seattle Comprehensive Plan calls on the City to:
    - Manage the street system safely and efficiently for all modes and users and seek to balance limited street capacity among competing uses
    - Promote safe and convenient bicycle and pedestrian access throughout the transportation system
    - Allocate street space among various uses (e.g., traffic, transit, trucks, carpools, bicycles, parking, and pedestrians) according to Complete Streets principles
    - Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system, and reduce greenhouse gas emissions
    - Increase walking and bicycling to help achieve City transportation, environmental, community and public health goals
    - Create and enhance safe, accessible, attractive and convenient street and trail networks that are desirable for walking and bicycling
    - Provide and maintain a direct and comprehensive bicycle network connecting urban centers, urban villages and other key locations. Provide continuous bicycle facilities and work to eliminate system gaps
    - Promote energy-efficient transportation.
- The Seattle Parks Foundation's Band of Green report calls for improved connections to parks from the regional trail network, specifically identifying Magnuson Park as a priority and connection types that "provide a sense of security for those we might describe as 'willing but worried,' a demographic that includes children, older adults and inexperienced riders."

Outreach & Next Steps Questions

What is SDOT's outreach plan? How is SDOT gathering feedback?

- To date, SDOT has:
  - contacted adjacent property owner's property managers for feedback
  - met with adjacent condominium board members for feedback
  - presented the plans to the Seattle Bicycle Advisory Board for feedback
  - met with the Parks Department for feedback and to coordinate the project with planned Parks improvements
  - shared plans and met on-site with the Cascade Bicycle Club
  - shared plans with the Seattle Parks Foundation
  - met with the North East District Council
  - met with the Magnuson Park Advisory Committee
  - briefed elected officials
  - emailed project and open house information to Magnuson Park tenants
  - emailed project and open house information to the Magnuson Park Environmental Stewards Alliance
  - emailed project and open house information to Magnuson Community Center Advisory Council
  - mailed fliers with project and open house information to 3,000 households in the neighborhood and 700 people who have asked for information on Magnuson Park projects
  - held an open house on September 17th with approximately 100 attendees
  - met with the View Ridge Community Council
  - held an open house on September 19th

How did SDOT decide whether to move forward?

- SDOT reviewed the feedback from the open houses, meetings with community groups, and e-mails from the community, revising the plans throughout the outreach process.
- SDOT is in the process of notifying all who have participated in the process.

When will construction begin?

- SDOT estimates that construction will begin in late October and continue through November. Some parking will be restricted during construction; SDOT will place "no parking" signs 3 days before construction begins. The construction team will ensure that access to adjacent properties is maintained and noise levels kept to a minimum during the morning hours. Construction is expected to last about four weeks, weather permitting.

How will the project be evaluated?

- SDOT will evaluate the project in one year to ensure that it is working as planned. At that time SDOT will examine signal function, traffic data, and feedback from people who use the road to walk, drive, and bike. SDOT will also make adjustments sooner if there are unforeseen issues.

Where can I share my questions or comments?

- Please send questions or feedback to the SDOT project manager, John Vander Sluis, at walkandbike@seattle.gov, or call (206) 684-7583.