

## Lake Washington Boulevard Visioning Process and Recommendations Report



A group of visitors enjoying the water view at Seward Park. Photo credit: SDOT

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A person bikes along Lake Washington Boulevard while cars travel in the other direction. Photo credit: Adonis Ducksworth.

## 1. Land and Labor acknowledgement

We are gathered on the unceded territories of the Coast Salish People, specifically the Duwamish, Suquamish, Tulalip, and Muckleshoot Tribes, who are the original stewards of this land in so-called Seattle, since time immemorial and who are still here.

It is important to recognize this history and the immense privilege and responsibilities we have as public employees to begin to eradicate the injustices we have inherited as people who live, work, and play on Native land. To this day, Native peoples are among the most disproportionately affected by institutional oppressions.

We owe it to Native Peoples for all their sacrifices that made it possible for us to live here and to each other and our communities who live here now to exist in good relationship with the land and all their beings.

One way we can honor Indigenous Peoples of Turtle Island, which is the so-called United States, is by learning whose ancestral lands we live, work, and travel on. You can do that by checking out <https://native-land.ca> and supporting Native-lead movements and organizations.

We acknowledge that this land and country now known as The United States of America was built on the backs of forced labor and exploitation of Black people brought forcibly from the continent of Africa. Chattel slavery made way for the trafficking of Black people throughout the Americas and solidified racism as a legitimate form of categorically dehumanizing Black and Brown bodies.

The labor of Black people built the foundation for all we know about American politics, economics, and culture. It is also how this country learned how to organize around liberation movements for a more just and equitable society. Yet, Black communities continue to experience disproportionate harms from the laws and public policies that uphold racialized systems of oppression. If we look around the room here, we can notice who is missing and then



consider how our own institution has racialized labor. As transportation professionals, we must consider the role that our department holds in perpetuating systemic injustices while working to eradicate them.

As public employees, we are indebted to the immense sacrifice from decedents of the Atlantic slave trade and honor the Black community for paving the way toward equality and liberation for all.

## 2. Background and Objectives

In response to the start of the start of the COVID-19 pandemic, we closed 3 miles of Lake Washington Blvd during summer 2020 between Seward Park and Mount Baker to cars and opened it for people to walk, bike, roller skate, scoot, etc. Building off that success and an outreach campaign in early 2021, we moved forward with closing these 3 miles of Lake Washington Blvd to cars on weekends (Friday evenings through early Monday mornings) and holidays from July 2021 to October 2021. We learned from many people walking, biking, roller skating, etc. that they felt safer doing so on Lake Washington Blvd when it is closed to cars. We have been monitoring vehicular speed and collision rate on this boulevard and found that this three-mile stretch of Lake Washington Blvd has a very high collision rate of 101 between 2015 and 2022.

We are focused on making Lake Washington Blvd as safe and inviting as possible and are guided by Vision Zero principles in all of the work we do. While most of the collisions documented in this three-mile stretch of Lake Washington Blvd were between cars, one crash, one injury, one fatality is too many. We're working simultaneously across Seattle to make streets safer for everyone through street designs. We want to co-create those new, updated designs with community members and want to learn how the street should be designed to best meet the various uses and needs of community.

Councilmember Tammy Morales worked with City Council to appropriate \$200,000 in the 2022 budget for a visioning process to explore the right balance of street closures and potential permanent operational changes to promote more and safer walking, rolling, and biking on Lake Washington Blvd.

During the summer of 2022, we kicked off the visioning process and Seattle Parks and Recreation hosted Bicycle Weekends. The visioning process included a 12-person Task Force made up of a diverse group of stakeholders. The Task Force shared their experiences, discussed opportunities, and informed the framework for how we should make decisions about future improvements and changes to Lake Washington Boulevard. This Task Force also helped to design the outreach and engagement process.

This report summarizes 2022 outreach and engagement conducted by our staff, consultant Vaughn Strategies LLC, and Lake Washington Boulevard Task Force members.

### 3. Project Timeline

Figure 1: Timeline of the Lake Washington Boulevard Visioning from June 2020 through June 2022



### 4. Lake Washington Boulevard Task Force

We assembled a 12-person Task Force made up of a diverse group of community stakeholders. The Task Force met 10 times between July 2022 and March 2023 to share their experiences, discuss opportunities for Lake Washington Blvd, and help us design the community outreach and engagement process. Video recordings of these meetings are available on [the project webpage](#). The Task Force was charged with:

- Collaborating in designing a community outreach plan and survey process
- Providing insight on their communities’ unique needs of accessing Lake WA Blvd
- Providing recommendations on short-term and long-term design options

Members from community were invited to represent diverse experiences including race, gender, and age. The Task Force members live, work, recreate, or travel through the area regularly and represent the following interests:

1. Walking/biking
2. People with disabilities
3. Older adults
4. Nearby neighbors
5. Gentrification/displacement
6. Boat launch access
7. Access to nature and parks experience

Table 1: List of Task Force members and their affiliations

|               |   |
|---------------|---|
| Tai Mattox    | <a href="#">Coexist Lake Washington</a>                       |
| Clara Cantor  | <a href="#">Seattle Neighborhood Greenways</a>                |
| Anna Zivarts  | <a href="#">Disability Rights Washington</a>                  |
| Theresa Huey  | <a href="#">Coexist Lake Washington</a>                       |
| Aaron Evanson | <a href="#">Lakewood Seward Park Neighborhood Association</a> |

|                 |  |
|-----------------|--|
| Patricia Killam | <a href="#">Friends of Seward Park</a>               |
| Jennifer Ott    | <a href="#">Friends of Seattle's Olmsted Parks</a>   |
| Joseph Manson   | <a href="#">Seward Park Audubon Center</a>           |
| Terry Holme     | <a href="#">Rainier Valley Neighborhood Greenway</a> |
| Zachary Fleet   | <a href="#">Mt. Baker Community Club</a>             |
| Yuan Tao        | <a href="#">Ampersand Bike Club</a>                  |
| Edwin Lindo     | <a href="#">NorthStar Cycling Club</a>               |

Prior to developing the outreach and engagement plan, our consultant Vaughn Strategies LLC worked with the Task Force members to develop objectives for the visioning process:

- Improve access for all modes of travel
- Increase bicycle and pedestrian safety
- Preserve and improve the park experience

## 5. Outreach and Engagement

One of the main pieces of feedback we heard from our Keep Moving Street engagement in summer 2021 was that our outreach and engagement was not inclusive enough and did not reach the black, Indigenous and people of color who use Lake Washington Blvd to access parks and the lake. We worked closely with the Task Force and our consultant to develop an outreach and engagement plan that centered equity.

While an online survey may have the furthest reach in number of people, it was a unanimous agreement between The Seattle Department of Transportation (SDOT) project team, consultant, and Task Force that it would not reach those hard-to-reach communities and those who prefer other forms of engagement. We supplemented the online survey with an intercept survey that we brought with us to a number of community events as well as pop-up events we hosted at several neighborhood grocery stores in Mount Baker and Rainier Beach. These in-person events allowed us and Task Force members to meet community where they were and remove any barrier (technology, schedule, etc.) to engage and participate. We also wanted to ensure the survey captured more than quantitative data, so we included three qualitative questions in the online survey to provide an opportunity for public feedback in the form of storytelling.

Task Force members drew from their professional and lived experiences to co-develop the online survey questions with us. The goals of the survey and the engagement during the visioning process were to better understand how people are using Lake Washington Blvd, how they like using boulevard, and what improvements or changes they'd like to see on the boulevard that will enhance their experience. Data is an important input, but we also value what people tell us they want and want their lived experiences to inform the process. We

believe data and storytelling from community members will help us achieve more balanced safety improvements on Lake Washington Boulevard.

In addition to online and intercept surveys, we planned online listening sessions to have more in-depth dialogue and engagement with South Seattle community representatives and community-based organizations. The intercept survey was a shorter version of the online survey and did not include the optional demographics questions. Both surveys were translated into Amharic, Spanish, Vietnamese, Tagalog, Somali, Traditional Chinese, and Korean. Task Force members tapped into their respective network to help reach a broader audience when we launched the online survey, helping promote the online survey through emails, social media, community groups, and other online platforms including NextDoor. They also helped identify strategic locations to place yard signs that promoted the online survey in multiple languages. Task Force members identified and helped reach out to community groups and local organizations that serve and represent black, Indigenous and people of color in South Seattle to invite them to our listening sessions. We ultimately only held one listening session due to low attendance.

Outreach tactics included:

- email (we have an email list of 2,882 addresses)
- social media and blog posts
- Yard sign installation across South Seattle neighborhoods
- online surveys
- in-person intercept surveys
- online listening session

We worked with the Seattle Parks and Recreation staff on all outreach campaigns to ensure materials are consistent across agencies.

### 5.1 Online Survey Results

We launched an online survey to gather community feedback about Lake Washington Blvd and our Task Force members spread the word in their communities. The survey was open from October 19 to November 31, 2022, receiving a total of 3,158 surveys.

**Question 1: How do you currently use Lake Washington Boulevard? Please select all that apply.**

3,148 out of 3,158 responded to this question. Please note this question allowed respondents to select as many options as applicable and thus, the numbers below represent number of respondents who chose each option out of the total number of respondents (3,148).

Table 2: Responses to Question 1

| Response | Count | Percent |
|----------|-------|---------|
|----------|-------|---------|



|  |       |        |
|--|-------|--------|
| Access to the parks, lake, and open space/recreation | 2,421 | 75.91% |
| Walking  | 2,201 | 69.92% |
| Biking   | 2,122 | 67.41% |
| Driving  | 2,082 | 66.14% |
| All of the above                                     | 69    | 2.19%  |
| Using mobility aid                                   | 52    | 1.65%  |
| None of the above                                    | 15    | 0.48%  |

**Question 2: Is that working well for you? Please tell us why or why not in 50 words or less.**

2,888 out of 3,158 respondents provided an answer to this question. Their responses were analyzed into broad categories. Some responses corresponded to multiple categories. *\*Results displayed as number of individuals and percentage.*

\*The “other” category was a catchall with mixed responses showing support and opposition to the goals of the program.

Table 3: Responses to Question 2

| Theme   | Count | Percent |
|---|-------|---------|
| Yes, no clear reason                            | 789   | 27.3%   |
| Other   | 485   | 16.8%   |
| Yes, commute (driving, less traffic/congestion) | 329   | 11.4%   |
| Yes, biking and walking                         | 286   | 9.9%    |
| Yes, aesthetics (views)                         | 128   | 4.4%    |
| Yes, recreation/outdoors                        | 62    | 2.1%    |
| Yes, commute (non-personal vehicle)             | 5     | 0.2%    |
| No, related to drivers                          | 833   | 28.8%   |
| No, road design                                 | 430   | 14.9%   |
| No, do not feel safe                            | 237   | 8.2%    |
| No, litter or maintenance                       | 166   | 5.7%    |
| No, no clear reason                             | 157   | 5.4%    |

**Question 3: Please tell us how you would like to use Lake Washington Boulevard in 50 words or less.**

2,833 out of 3,158 respondents provided an answer to this question. Open-ended responses were analyzed into broad categories. Some responses corresponded to multiple categories.

*\*Results displayed as number of individuals and percentage.*

\*The “other” category was a catchall with mixed responses, with the following themes being most prominent:

- One lane for cars, one lane for people
- More days closed
- Keep as is
- Leave it open during the week, bike weekends are tolerable
- Close it

Table 4: Responses to Question 3

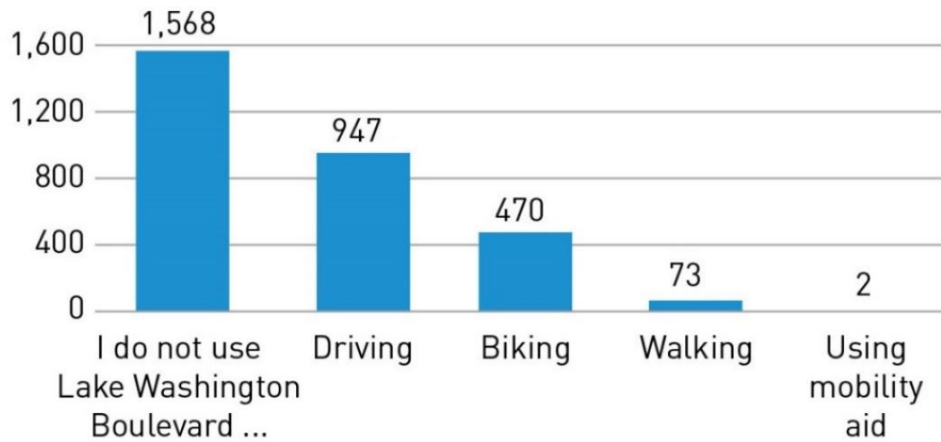
| Theme   | Count | Percent |
|---|-------|---------|
| Bike (PBL, bike trail, organized events)  | 1439  | 50.8%   |
| Pedestrian activities (walking, sidewalk, hiking, using mobility aids, jogging/running) | 978   | 34.5%   |
| Drive (ADA, views, commute, accessing homes)  | 854   | 30.1%   |
| Other   | 601   | 21.2%   |
| Recreational (playground, park, lake, boating, bbq)                                     | 385   | 13.6%   |
| Transit (add bus lines/stops, shuttles, etc.)   | 22    | 0.8%    |

**Question 4: Do you use Lake Washington Boulevard as your main route for getting to work, home or other activities? If so, how?**

3,060 out of 3,158 responded to this question.

- 1,568 I do not use Lake Washington Boulevard as my main commuting route (51.24%)
- 947 Driving (30.95%)
- 470 Biking (15.36%)
- 73 walking (2.39%)
- 2 Using mobility aid (0.0007%)

Figure 2: Responses to Question 4

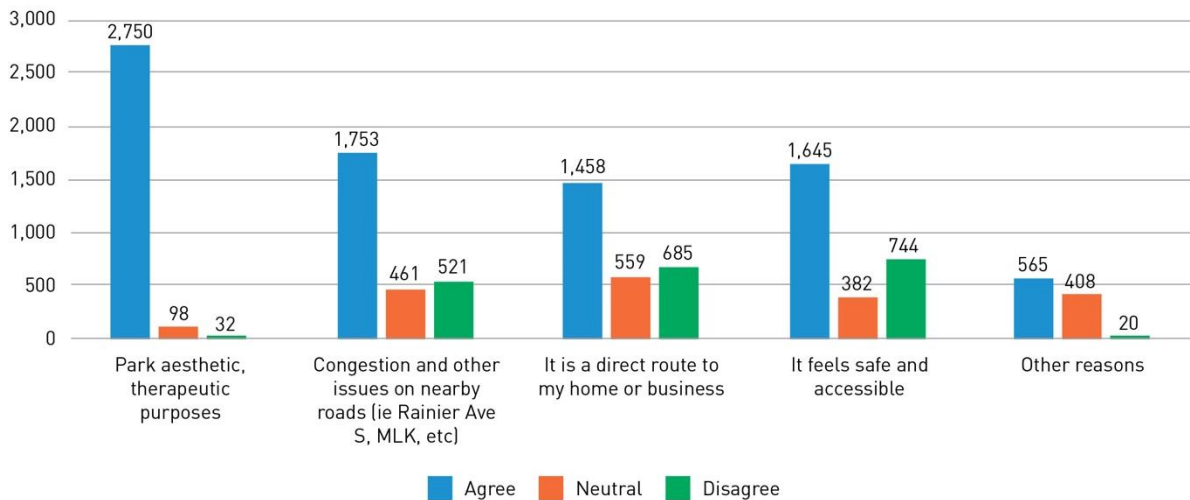


**Question 5: Why do you use Lake Washington Boulevard for getting around South Seattle?**

2,946 out of 3,158 responded to this question. \* Results displayed as number of individuals.

Folks agreed on many of the options provided for why folks use Lake Washington Blvd. In the graph below, we aggregated “strongly agree” with “somewhat agree” and “strongly disagree” with “somewhat disagree” to show the number of respondents who generally agreed and generally disagreed.

Figure 3: Responses to Question 5



**Question 6: Since January 2015, there have been about 100 reported collisions between people driving and people biking along Lake Washington Boulevard. Below are some tactics within SDOT’s tool kit. Which of the following tactics do you feel the City can employ to**

**reduce the number of collisions (Choose your top 3). If you have ideas that are not listed below, please include your response in the comment box provided by question 3.\***

\*Please note that this question misstated traffic crash data. There were 101 reported collisions in total along this three-mile stretch of Lake Washington Boulevard from 2015 to early 2022. Of the 101 crashes, 9 of them were between people driving and people biking. We want to acknowledge that the misstatement may have affected the responses to this question on the online survey.

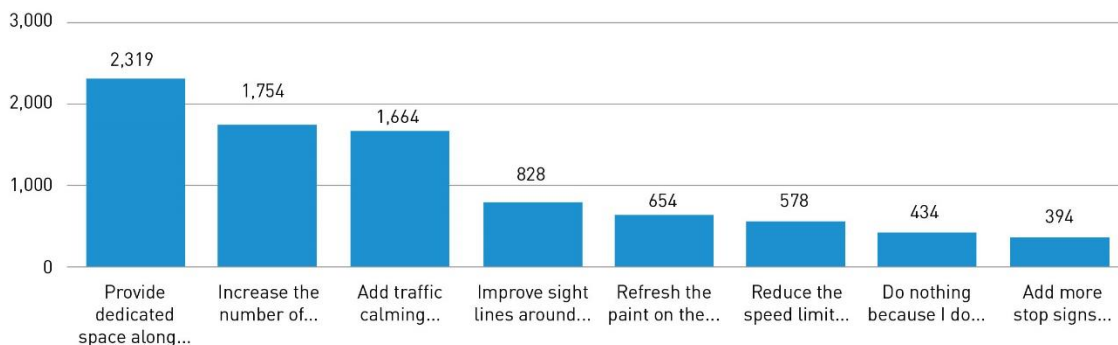
3,048 out of 3,158 responded to this question. Results displayed as number of individuals.

Since this question allowed respondents to select more than one option, response numbers will exceed the total of people who responded to this question.

The top three responses were:

- Provide dedicated space along the boulevard to separate people driving and people that ride bikes (2,319)
- Increase the number of days, weekends, or seasons the road is temporarily closed to cars and open to people that ride bikes, walk, and use mobility aid (currently the road is only closed on certain weekends in the spring and summer as part of Bicycle Weekends) (1,754)
- Add traffic calming devices such as speed bumps (1,664)

Figure 4: Responses to Question 6



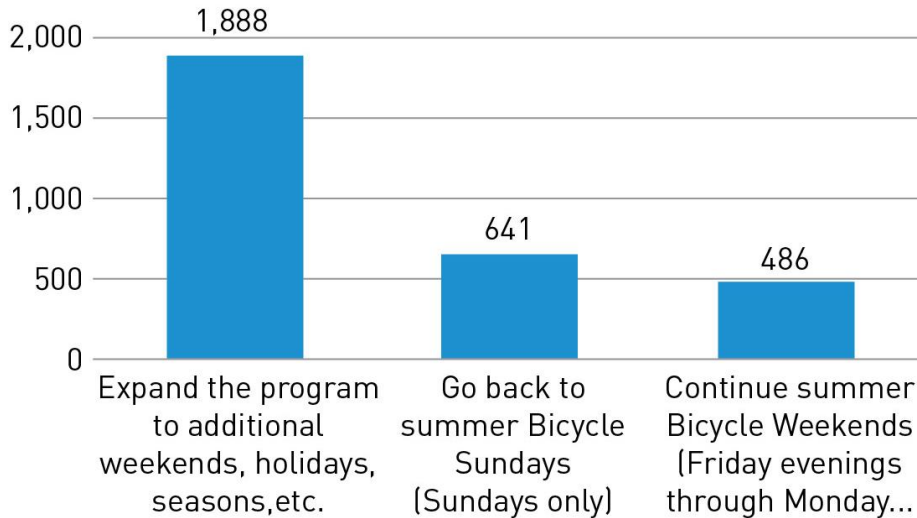
**Question 7: Seattle Parks and Recreation currently operates the Bicycle Weekends, which closes Lake Washington Boulevard to motorized vehicles on select weekends (Friday evenings through Monday mornings/Tuesday mornings on holiday weekends) during the summer. Going forward, how would you like to see this program operate?**

3,015 out of 3,158 responded to this question. \* Results displayed as number of individuals

- 1,888 – Expand the program to additional weekends, holidays, seasons, etc. (62.62%)
- 641 – Go back to summer Bicycle Sundays (Sundays only) (21.26%)

- 486 – Continue summer Bicycle Weekends (Friday evenings through Monday mornings/Tuesday morning on holiday weekends) (16.12%)

Figure 5: Responses to Question 7



**Question 8: How can the City better serve people with disabilities, pedestrians and others that walk and use mobility aids along Lake Washington Boulevard (Choose your top 3):**

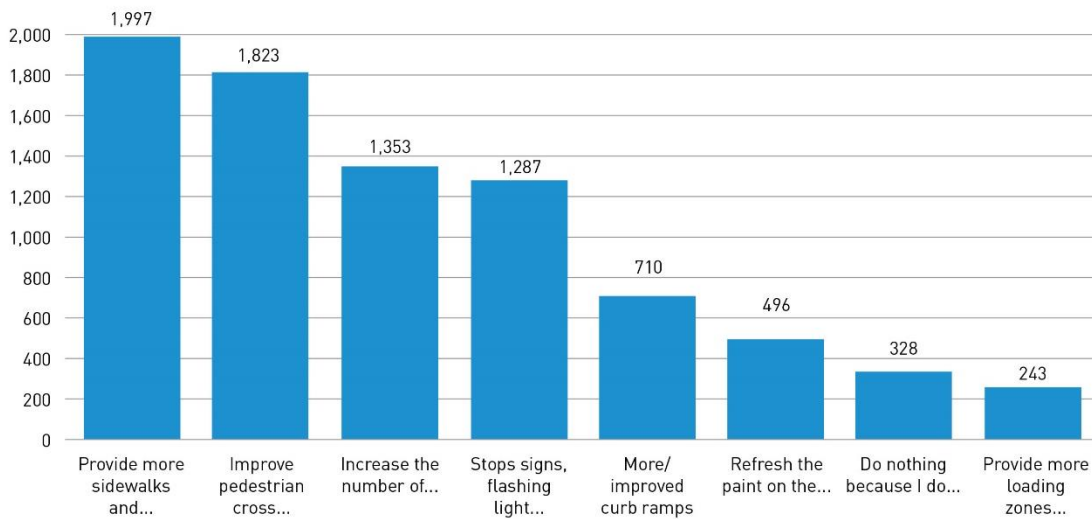
2,938 out of 3,158 responded to this question. \* Results displayed as number of individuals

The top three responses were:

- Provide more sidewalks and wider walking paths (1,997)
- Improve pedestrian crossings with marked crosswalks, tactile push buttons, and raised crosswalks at key pedestrian crossings (1,823)
- Increase the number of days, weekends, or seasons the road is temporarily closed to cars and open to people that ride bikes, walk, and use mobility aid (currently the road is only closed on certain weekends in the spring and summer as part of Bicycle Weekends) (1,353)



Figure 6: Responses to Question 8



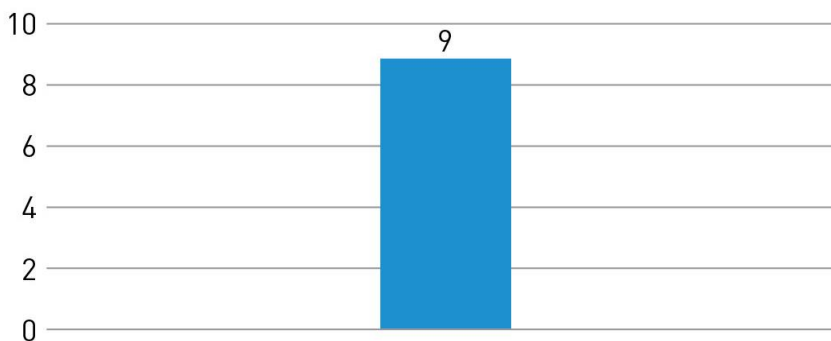
**Question 9: Lake Washington Boulevard connects to numerous parks and open spaces that are well used by the public. On a scale of 1 to 10, do you feel the City should continue to invest to improve the park experience with improved walking paths and trails, picnic tables, more trees, etc.?**

3,018 out of 3,158 responded to this question.

The scale was from 0 to 10, with 0 being strongly disagree, 5 as neutral, and 10 strongly agree.

The average response was a 9.

Figure 7: Average response to Question 9



**Question 10: Please share the zipcode of where you live.**

3,014 out of 3,158 respondents provided an answer to this question. The ten most submitted zip code responses were:

- 98118 (1147)

- 98144 (565)
- 98122 (303)
- 98112 (122)
- 98103 (106)
- 98115 (89)
- 98108 (83)
- 98102 (71)
- 98178 (66)
- 98107 (48)

Thirty-one other zip codes were also submitted. *\*Results displayed as number of individuals*

**Question 11: In 50 words or less, is there anything else you would like to share with us?**

2,002 out of 3,158 respondents provided an answer to this question. Open-ended responses were analyzed into broad categories. Some responses corresponded to multiple categories.

*\*Results displayed as number of individuals and percentage.*

\*The “other” category was a catchall with mixed responses showing support and opposition to the Bicycle Weekends and temporary closures to Lake Washington Blvd.

Table 5: Responses to Question 12

| Theme  | Count | Percent |
|--|-------|---------|
| Road Open (Driving, ADA, views, commute)   | 447   | 22.33%  |
| Other  | 409   | 20.43%  |
| Biker Safety and Mobility (protected barrier, Bike lanes etc)  | 381   | 19.03%  |
| Pedestrian Safety and Accessibility (crossing, protected sidewalks, footbridge, overpass/pedestrian tunnel etc.) | 292   | 14.59%  |
| Collision reduction (lower speed, signal improvements, etc.)   | 282   | 14.09%  |
| Road Closed (pedestrians and bikes access, no vehicles, bike only weekends, etc)                                 | 222   | 11.09%  |
| General Infrastructure Safety (visibility, signs, lights...)   | 174   | 8.69%   |
| Social concerns (personal safety, crime, homelessness, enforcement, etc.)  | 171   | 8.54%   |
| Recreation Access (Parks, water, boating, etc)   | 99    | 4.95%   |
| Transit (add bus line/stops, shuttles, etc.)   | 51    | 2.55%   |

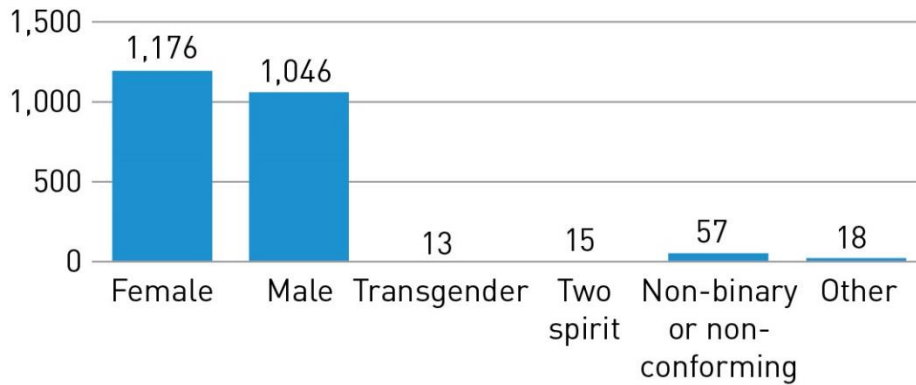
## Demographics

**Question 13: Which gender do you most identify? [Your response to this question is based upon self-identification]**

2,325 out of 3,158 responded to this question.

- 1,176 – Female (50.58%)
- 1,046 – Male (44.99%)
- 13 – Transgender (0.56%)
- 15 – Two-Spirit (0.65%)
- 57 – Non-Binary or non-conforming (2.45%)
- 18 – Other (0.77%)

Figure 8: Responses to Question 13

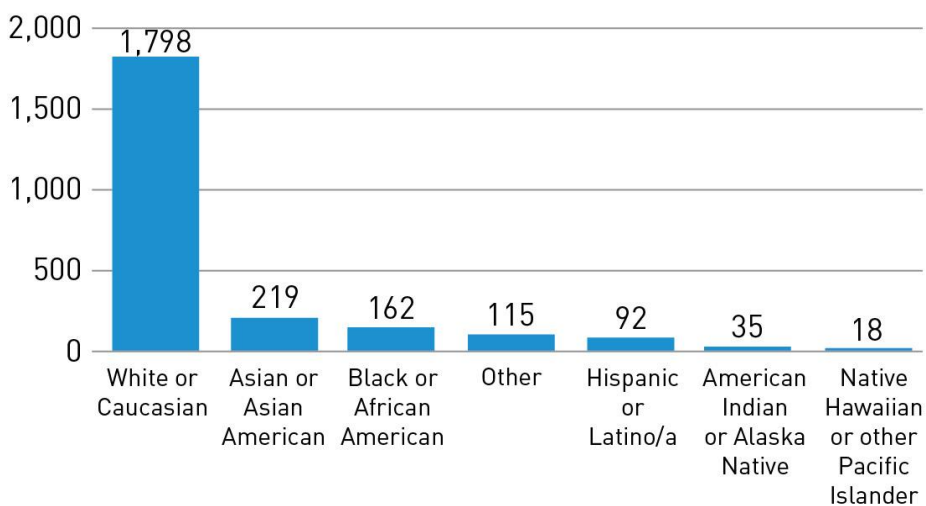


**Question 14: How would you describe your race? Please select all that apply.**

2,262 out of 3,158 responded to this question.

- 35 - American Indian or Alaska Native (1.55%)
- 219 - Asian or Asian American (9.68%)
- 162 - Black or African American (7.16%)
- 92 - Hispanic or Latino/a (4.07%)
- 18 - Native Hawaiian or other Pacific Islander (0.80%)
- 1,798 - White or Caucasian (79.49%)
- 115 – Other (5.08%)

Figure 9: Responses to Question 14



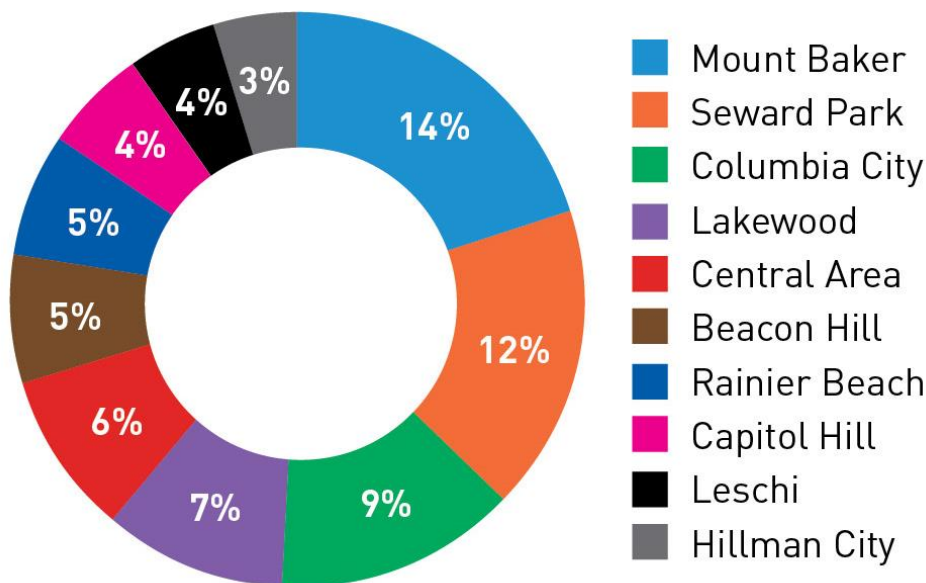
**Question 15: Please share what neighborhood you live in.**

2,347 out of 3,158 responded to this question.

The top neighborhoods who responded to the survey were:

- 328 - Mount Baker (13.98%),
- 279 - Seward Park (11.89%),
- 220 - Columbia City (9.37%),
- 170 - Lakewood (7.24%),
- 150 - Central Area (6.39%)

Figure 10: Responses to Question 15



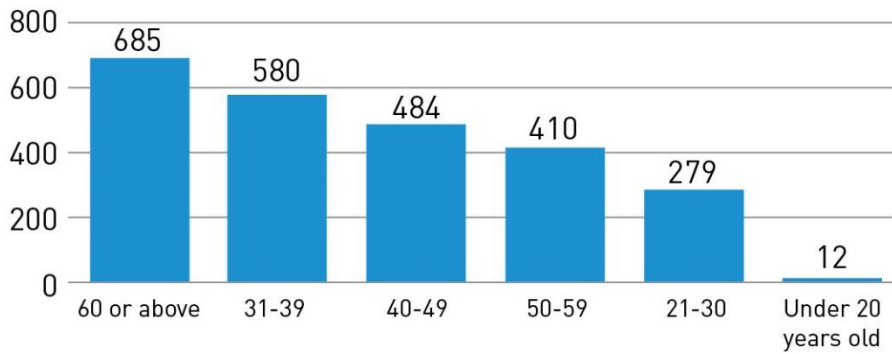
**Question 16: Please share your age.**

2,444 out of 3,158 responded to this question.

- 12 - Under 20 years old (0.49%)
- 279 – 21-30 years old (11.17%)
- 580 – 31-39 years old (23.79%)
- 484 – 40-49 years old (19.80%)
- 410 – 50-59 years old (16.78%)
- 685 – 60 or above years old (28.03%)



Figure 11: Responses to Question 16

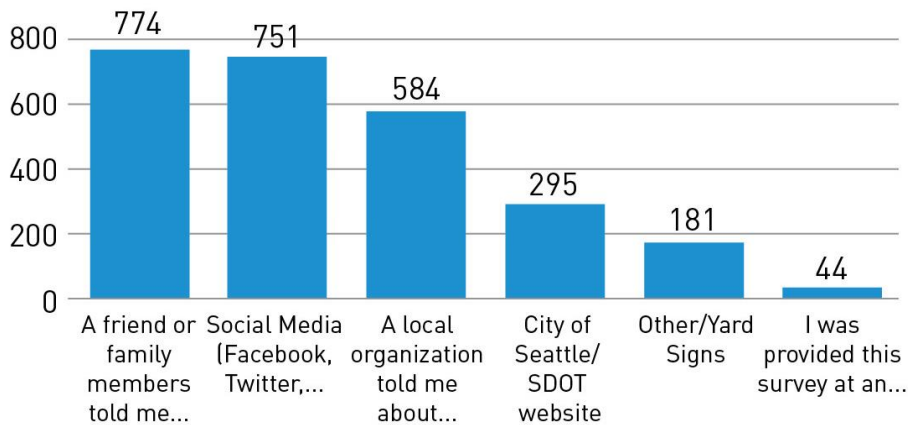


**Question 17: How did you hear about this survey?**

2,462 out of 3,158 responded to this question.

- 774 – A friend or family members told me about the survey (31.44%)
- 751 – Social Media (Facebook, Twitter, etc.) (30.50%)
- 584 – A local organization told me about this survey (23.72%)
- 295 – City of Seattle/SDOT website (11.98%)
- 181 – Other/Yard Signs (7.35%)
- 44 – I was provided this survey at an event/pop up (1.79%)

Figure 12: Responses to Question 17



## 5.2 Intercept Survey Results

119 intercept surveys were conducted in-person at the following locations and dates.

- Boo Bash - Sunday, October 20, 2 – 5 PM at Rainier Beach Community Center/Plaza
- QFC, Monday, November 7, 4 – 6 PM at 2707 Rainier Ave S,
- Safeway (Andover), Wednesday, November 16, 5:30 – 7:30 PM at 3820 Rainier Ave S
- Columbia City Farmers Market, Saturday, November 12, 10 AM – 2 PM at 37th Ave S & S Edmunds St;
- Safeway (Rainier Beach), Thursday, November 17, 5 – 7 PM at 9262 Rainier Ave S

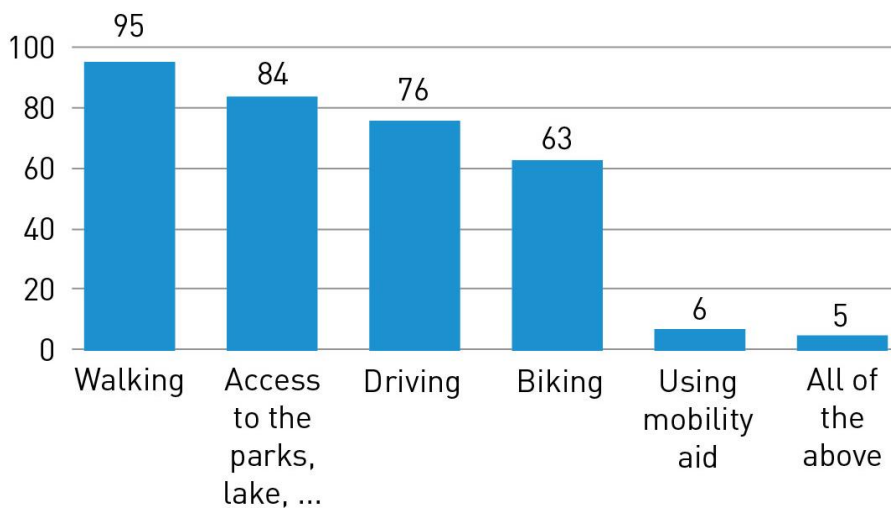
**Question 1: How do you currently use Lake Washington Boulevard? Please select all that apply.**

Please note this question allowed respondents to select as many options as applicable and thus, the numbers below represent number of respondents who chose each option out of the total number of respondents (119).

119 out of 119 responded to this question.

- 95 - Walking (79.83%)
- 84 - Access to the parks, lake, and open space/recreation (70.59%)
- 76 - Driving (63.87%)
- 63 - Biking (52.94%)
- 6 - Using mobility aid (5.04%)
- 5 - All of the above (4.20%)
- 0 - None of the above (0%)

Figure 13: Responses to Question 1



**Question 2: Is that working well for you? Please tell us why or why not in 50 words or less.**

119 out of 119 provided an answer to this question. Their responses were analyzed into broad categories. Some responses corresponded to multiple categories listed below. *\*Results displayed as number of individuals and percentage.*

\*The “other” category was a catchall with mixed responses showing support and opposition to the Bicycle Weekends and temporary closures to Lake Washington Blvd.

Table 6: Responses to Question 2

| Theme   | Count | Percent |
|---|-------|---------|
| Yes, no clear reason                            | 37    | 27.61%  |
| Other   | 21    | 15.67%  |
| Yes, biking and walking                         | 17    | 12.69%  |
| Yes, recreation/outdoors                        | 15    | 11.19%  |
| Yes, aesthetics (views)                         | 6     | 4.48%   |
| Yes, commute (driving, less traffic/congestion) | 5     | 3.73%   |
| Yes, commute (non-personal vehicle)             | 1     | 0.75%   |
| No, related to drivers                          | 14    | 10.45%  |
| No, road design                                 | 9     | 6.72%   |
| No, do not feel safe                            | 7     | 5.22%   |
| No, litter or maintenance                       | 0     | 0.00%   |

**Question 3: Please tell us how you would like to use Lake Washington Boulevard in 50 words or less.**

116 out of 119 provided an answer to this question. Their responses were analyzed into broad categories. Some responses corresponded to multiple categories. *\* Results displayed as number of individuals.*

\*The “other” category was a catchall with mixed responses, with the following themes being most prominent:

- One lane for cars, one lane for people
- More days closed
- Keep as is
- Leave it open during the week, bike weekends are tolerable
- Close it

Table 7: Responses to Question 3

| Theme   | Count | Percent |
|---|-------|---------|
| Pedestrian activities (walking, sidewalk, hiking, using mobility aids, jogging/running) | 51    | 32.08%  |
| Bike (PBL, bike trail, organized events)  | 47    | 29.56%  |
| Drive (ADA, views, commute, accessing homes)  | 22    | 13.84%  |
| Recreational (playground, park, lake, boating, bbq)                                     | 20    | 12.58%  |
| Other   | 15    | 9.43%   |
| Transit (add bus lines/stops, shuttles, etc.)   | 4     | 2.52%   |

### 5.3 Key Takeaways from Online and Intercept Surveys

A few key takeaways can be found between the online survey respondents and the folks who answered the in-person intercept survey:

- The vast majority of both online and in-person survey takers use Lake Washington Boulevard to access parks and open spaces. Walking was the leading mode of travel on the boulevard, followed by biking, then driving.
- More than half of online survey respondents, and about a third of intercept survey respondents would like to bike along Lake Washington Blvd.
- There’s a wide spectrum of opinions from online and in-person survey takers if Lake Washington Blvd is working well for the community

### 5.4 Listening Sessions

We offered a listening session and partnered with our Task Force Members to invite folks from their communities an opportunity for our staff to gain a deeper understanding, insight, and meet community needs for better communication and additional methods for engagement.

Takeaways from the listening session are listed below:

- Attendees mostly agreed with the three long-term goals.
- People reported using LWB due to increased traffic on Rainier Ave and MLK.
- Attendees had a lot of concerns about permanent closure of the boulevard and distrust of community feedback processes.

- Attendees offered suggestions regarding improvements to the sidewalks and roads, more stop signs and other traffic calming devices.
- Those who were drivers spoke to the difficulty of the boulevard being closed in the evenings for bike weekends, suggestions regarding opening it back to cars in the evening

The one listening session provided insight and information for the Lake Washington Blvd Task Force members to use as a part of their recommendation process. We have also heard from the public through emails, phone calls, social media responses, and directly from our Task Force members relaying thoughts shared from their communities.

## 6. Lake Washington Blvd Visioning Process Task Force Recommendations

Our staff and Task Force members used the Racial Equity Toolkit, a circle process, and partnered with an anti-racist consultant – Vaughn Strategies LLC to develop three goals the Task Force members used as a guiding north star to inform their decisions if community feedback and Task Force recommendations aligned with the goals and future of Lake Washington Blvd. The three goals include:

- Improve access for all modes of travel
- Increase bicycle and pedestrian safety
- Preserve and improve the park experience

### Community Feedback:

The feedback listed below derived from the results of the online and intercept survey, both from the quantitative data and the written-in responses. We reviewed the feedback with the Task Force after we'd gone over the survey results and data together as they began to develop recommendations. Task Force members recommended to add the feedback as recommendations if they aligned with the three goals for the future of Lake Washington Blvd. Using the three goals, Task Force members voted on each of the feedback – they voted in favor of feedback that met all three goals. Many of the feedback aligned with recommendations provided by the Task Force. Task Force members followed the same process in voting for the short-, mid-, and long-term recommendations.

Please note, feedback listed in black received unanimous/predominant votes in favor by the Task Force members present at the March 20 meeting. Recommendations listed in red and marked by \* (star) did not receive unanimous or predominant votes in favor by the Task Force.

- **Add traffic calming infrastructure as SDOT's subject matter experts deemed effective (including, but not limited to more stop signs, speed humps, raised crosswalks, etc.).**



- Conduct lighting improvements/study with reference to work completed in Washington Park that preserves the ambience of the Olmsted Park.
- Add more benches along the sidewalk (east) side of Lake Washington Blvd.
- Repair potholes on Lake Washington Boulevard.
- Add water fountains.
- Create a bicycle day/weekend program that is consistent and predictable (i.e. every 1st and 3rd weekend or 2nd and 4th weekend, etc.) with consideration of holidays.
- Improve the sidewalks and pedestrian paths in their entirety, including a continuous ADA accessible pathway.
- Provide dedicated space on Lake Washington Boulevard to separate people driving from people biking.\*
- Widen road with protected bike lane or add bike lane to a widened and marked sidewalk.\*
- Reduce Lake Washington Boulevard to one-way vehicular access and replace a travel lane with multi-use trail for pedestrians, bicyclists, and rollers (in addition to ADA accessible pathway).\*

**Short Term Recommendations for LWB (from Task Force):**

Please note, recommendations listed in black received unanimously/predominantly votes in favor by the Task Force members present at the March 20 meeting. Recommendations listed in red and marked by \* (star) did not receive unanimous or predominant votes in favor by the Task Force.

- Conduct robust community engagement that includes community members under-represented in this project, who are also historically under-resourced, including young people and individuals who can speak to the needs of community members with impaired mobility, particularly those who cannot walk or bicycle.
- Create a bicycle day/weekend program that is consistent and predictable (i.e. every 1st and 3rd weekend or 2nd and 4th weekend, etc.) with consideration of holidays.

- Add traffic calming infrastructure as SDOT's subject matter experts deemed effective (including, but not limited to more stop signs, speed humps, raised crosswalks, etc.).
- Improve the sidewalks and pedestrian paths in their entirety, including a continuous ADA accessible pathway.
- Add recreational components: food trucks, bike rentals, etc. on bicycle weekends.
- Add reflectors to strategic locations like blind curves.
- **Expand and enhance "LWB Keep Moving Streets" program.**
- **Declassify Lake Washington Boulevard as an arterial or relabel Lake WA Blvd as a residential street instead of an arterial (5 in support, 5 opposed)\***
- **Reduce Lake Washington Boulevard to one-way vehicular access and replace a travel lane with multi-use trail for pedestrians, bicyclists, and rollers (in addition to ADA accessible pathway). (5 in support, 5 opposed)\***
- **Reduce speed limit on Lake Washington Boulevard to 20 mph (from existing 25 mph). (5 in support, 5 opposed)\***
- **Create roadway design that includes separated spaces for people driving, walking, biking, and rolling. (7 in support, 2 opposed, and 1 abstain)**

**Mid-Term Recommendations for LWB (from Task Force):**

Please note, recommendations listed in black received unanimously/predominantly votes in favor by the Task Force members present at the March 20 meeting. Recommendations listed in red and marked by \* (star) did not receive unanimous or predominant votes in favor by the Task Force.

- **Study lighting improvements with reference to work completed in Washington Park that preserves the ambience of the Olmsted Park.**
- **Improve beach facilities at Mount Baker Beach and Seward Park, as needed and prioritized by community.**
  - New year-round hygiene stations to include toilets and shower facilities.
- **Add bus routes, service, and frequencies to increase access to and from Lake Washington Boulevard.**

- Add summertime bus routes to include stops at Mount Baker Beach, Stan Sayres Park, and Seward Park.
- Conduct a study to determine if there is space to widen roadway to add dedicated bike lane for everyday use.
- **Design and implement a one-way southbound lane for vehicles, and a multi-modal lane for other transportation needs. This should include vehicular access to all SPR parking lots. (5 in support, 5 opposed)\***
- **Add an additional sidewalk or multi-use path on the west side of the street.\***
- **Build an expanded multi-use path on the east side of the road next to the lake.\***
- **Close the northern-most one mile of the Boulevard, from Mount Baker Beach to Stan Sayres Memorial Park, to vehicles except emergency vehicles and special events, i.e. SeaFair, etc.\***

**Long Term Recommendations for LWB (from Task Force):**

Please note, recommendations listed in red and marked by \* (star) did not receive unanimous or predominant votes in favor by the Task Force. Recommendations listed in black were not voted by Task Force members at the March 20 meeting and may be further explored in future phases of the improvements.

- **Design, seek funding for and construct 3 separate spaces for drivers/passengers/delivered goods/services, bicycles, and pedestrians/rollers along LWB, as has been provided in north and west sectors of the City.**
- **Utilize all of the Parks property (both east and west of LWB) to achieve increased access, and enhanced safety and Park enjoyment for all.**
- **Invest in public transportation; public transit would increase access, with the safety of existing parking lots as stops, and should not detract from other users' enjoyment of the space.**
- **Keep striving for creative programming of the park spaces.**
- **Strive to Accomplish Vision Zero objectives.**
- **Invest in year-round cold bath house/swimming facility at either Mount Baker Beach or Seward Park that includes cold and warm options.**

- **Invest in long-term planning towards closing the entire 3-mile stretch of Lake WA Blvd to through-traffic.\***
- **Construct pull-outs in the Parks property along the west side of the street for pickup/drop-off loading zones and delivery trucks.\***

## 7. Task Force Members' Reflections

Below are Task Force members' recommendations for process needs and changes.

### **Feedback and recommendations on community outreach tactics:**

- "It is insufficient to rely primarily on online surveys, particularly in under-resourced communities. In-person outreach opportunities should be much more robust than occasional tabling; only 191 responses were recorded in person during this project. This writer has helped organize public outreach for several City-grant-funded projects (with much less funding) that included a series of at least 3 public meetings led by experts in the appropriate fields, beginning with public "brainstorming," and offering the opportunity to consider several options and the most widely accepted option(s). A mailing to the most impacted communities would engage many residents and businesses who might not be reached otherwise. This Task Force budget left us with \$44,000 for outreach out of \$200,000 provided by taxpayers."
- "I thought the outreach was effective."

### **Feedback and recommendations on Task Force development and facilitation:**

- "The LWB Visioning Task Force team composition was weighted toward closure advocates. About half of the Task Force came with a pre-conceived goals (full closure, then lane closure of LWB to the exclusion of drivers and passengers) long advocated for and supported by formal partnerships with the City. This was not compatible with a sincere and robust effort at public engagement. Task Force members were told that closure was "off the table" early on and survey participants were told "we are not closing LWB" in the introduction to the survey. This was not the case, as the suggestion of closure of one lane to drivers and passengers was allowed to move forward. The survey results were further tainted by significantly misleading statistics on the number of car/bicycle accidents that occurred from 2015 to 2022 (stated to be 100, found to be 9) despite feedback from TF members that this was inaccurate. From the beginning, many community members expressed mistrust of the process as performative; these elements added to that suspicion and elicited concerns about dishonesty."
- "SDOT and the Task Force were at a disadvantage due to the Covid 19 pandemic. In hindsight, SDOT could have facilitated the Task Force work, saving the cost and delay of hiring a consultant. SPR has its own, well developed public process policy, and should be able to take lessons learned and make improvements."
- "SDOT did a good job of allowing all voices in the Task Force meetings to be heard. A glaring omission was not including SPR representation at the meetings. As SPR takes

over, they should make every effort to have SDOT representation at all public meetings.”

- “I would like parks to know that bicycle advocates appear to be given a disproportionate amount of voice in the conversation about what to do. They do not speak for the community as a whole.”

#### **What you want Parks and Recreation to be aware of for the next phase:**

- “Survey participation did not adequately represent the local and most impacted communities as a whole: 50% do not use the Boulevard at all, 25% were from zip codes distant from LWB (whose daily lives would not be impacted), and cyclists were over-represented; according to the 202 census, less than 1% of the community of 98178 and less than 2% of 98118 and 3% of 98144 transit by bicycle. Note that between a third and a half of respondents felt LWB does not require revision, that it is safe and accessible as is. Historically under-resourced community members were under-represented. Participants were able to submit surveys as often as they wished. Survey question preparation and data analysis requires professional expertise; it requires skill beyond that of community members and outreach staff. This project fell short in both of these areas.”
- “Get started - and do not start over again! Begin the design development process as promised. Involve Task Force members if they wish to continue.”
- “Parks should be aware of and try to mitigate the negative impact changes will have on other neighborhood street.”
- “I would like to remain engaged in this process, however it proceeds.”
- “The next round of community engagement, during the design phase, needs to include tangible possible designs, not just goals and values. It’s hard for people to comment on, and SDOT needs to be transparent to the public what is on the table and what’s not.”

## 8. Next Steps

This report marks the completion of the Lake Washington Boulevard Project Visioning Process. Seattle Parks and Recreation (SPR) will lead and manage the next phase of this project, which includes implementation of some of the short-term recommendations from this report. SDOT will continue to provide support to this project moving forward, including public engagement and design and engineering, as needed.

The Seattle Park District Board approved funding a path on Lake Washington Boulevard, voting 7–1 on September 21, 2022 to include \$404,000 to help advance design on the resulting concept over the next two years (2023-2024). In 2023, SPR will set the budget and begin scoping for work recommended by the Task Force:

- 1) Spot repair on the Lake Washington Boulevard pathway to comply with ADA standards.
- 2) Partner with SDOT engineers to begin the planning for traffic calming infrastructure in the Right of Way.



- 3) Implement a consistent and predictable Bicycle Weekends program in 2023 through changes to the closure days and times.
- 4) Continue outreach and engagement that targets historically underserved and under-resourced communities in South Seattle.
- 5) Launch a request for proposal process for two studies: lighting improvements and right-of-way width to provide dedicated bike lane, as listed in mid-term recommendations.

We anticipate the planning phase for traffic calming projects will be complete by early 2024, with design to proceed thereafter. We will engage with Seattle Parks Foundation and Friends of Olmsted Parks in addition to continuing engagement with community members and neighbors throughout the design process to ensure the scopes are in compliance with the Olmsted Boulevard aesthetics. All proposed changes on Lake Washington Boulevard are subject to the City Landmarks historic review and approval. Once approved, we hope to begin construction of the traffic calming projects as soon as 2025. The lighting and road design studies should also be underway by 2024. By the end of 2025, SPR will be able to share the outcomes of these two studies and begin to identify the budget for the next phase of implementation.

## Appendix A: Lake Washington Blvd Crash Data

The following information is on traffic collisions along Lake Washington Boulevard S between Lake Park Dr S at Mt. Baker Beach Park and S Juneau St at Seward Park between January 2015 and April 2022. The Boulevard’s historic design, its present uses, and driver behavior result in unusual collision patterns within the City of Seattle with a very high share of single-vehicle, bicycle, and head-on collisions.

### Collision Types and Severity

Table 8: Collisions by severity and by type

| Collision Type     | Serious Injury Collisions | Injury Collision | Property Damage Only Collision | Unknown  | Grand Total |
|--------------------|---------------------------|------------------|--------------------------------|----------|-------------|
| Other              | 3                         | 15               | 33                             |          | 51          |
| Rear Ended         |                           | 6                | 4                              |          | 10          |
| Cycles             |                           | 7                | 1                              | 1        | 9           |
| Head On            | 1                         | 3                | 3                              |          | 7           |
| Angles             |                           | 2                | 4                              |          | 6           |
| Unknown            |                           |                  | 1                              | 4        | 5           |
| Sideswipe          |                           | 1                | 3                              |          | 4           |
| Left Turn          |                           |                  | 4                              |          | 4           |
| Pedestrian         | 1                         | 2                |                                |          | 3           |
| Parked Car         | 1                         |                  | 1                              |          | 2           |
| <b>Grand Total</b> | <b>6</b>                  | <b>36</b>        | <b>54</b>                      | <b>5</b> | <b>101</b>  |

### Collision Locations

The most common collision location is the long stretch between Mt. Baker Beach and Stan Sayers Park, where there are no homes and very few destinations. The other common locations are the points in the Boulevard where it curves following the lakeshore. These locations have poor visibility and can be difficult for an impaired or distracted driver to negotiate without leaving the roadway.

“Other” collisions consist of a mix of single vehicle, backing, and truly uncategorizable collisions. Generally they make up less than 10% of the collisions in a given area throughout the city, but they make up half of the collisions along Lake Washington Boulevard. The “Other” collisions along LWB are single vehicle collisions.

Table 9: Collisions by location

| Location   | Count of Collisions |
|--|---------------------|
| LAKE WASHINGTON BLVD S BETWEEN LAKE PARK DR S AND S HORTON NR ST | 12                  |

|  |   |
|--|---|
| LAKE WASHINGTON BLVD S BETWEEN 53RD AVE S AND S ALASKA ST        | 8 |
| LAKE WASHINGTON BLVD S BETWEEN S HORTON NR ST AND S HORTON ST    | 7 |
| LAKE WASHINGTON BLVD S BETWEEN S ORCAS ST AND S JUNEAU ST        | 7 |
| LAKE WASHINGTON BLVD S BETWEEN 43RD AVE S AND 46TH AVE S         | 6 |
| LAKE WASHINGTON BLVD S BETWEEN S ALASKA ST AND S ANGELINE ST     | 5 |
| LAKE WASHINGTON BLVD S BETWEEN S ADAMS ST AND S GENESEE WAY      | 5 |
| LAKE WASHINGTON BLVD S BETWEEN S GENESEE WAY AND 53RD AVE S      | 5 |
| LAKE WASHINGTON BLVD S BETWEEN 50TH AVE S AND 51ST AVE S         | 5 |
| LAKE WASHINGTON BLVD S BETWEEN LAKESIDE AVE S AND LAKE PARK DR S | 3 |

Publicly available collision data is located here: <https://data-seattlecitygis.opendata.arcgis.com/search?q=Collisions>

Individual police collision reports can be requested here: <https://www.seattle.gov/police/information-and-data/records-request-center>

## Appendix B: Link to Task Force Meetings Recordings

Task force member meetings can be found on our website at:

<https://www.seattle.gov/transportation/projects-and-programs/programs/stay-healthy-streets/lake-washington-blvd-keep-moving-street>

- [Task Force Meeting 1](#) (July 7, 2022)
- [Task Force Meeting 2](#) (July 29, 2022)
- [Task Force Meeting 3](#) (August 15, 2022)
- [Task Force Meeting 4](#) (August 22, 2022)
- [Task Force Meeting 5](#) (September 26, 2022)
- [Task Force Meeting 6](#) (October 24, 2022)
- [Task Force Meeting 7](#) (December 12, 2022)
- [Task Force Meeting 8](#) (January 25, 2023)
- [Task Force Meeting 9](#) (February 15, 2023)
- [Task Force Meeting 10](#) (March 20, 2023)

## Appendix C: Letters from Lake Washington Blvd Task Force Members

Patricia Killam

**Below are the different recommendations from the community feedback [online survey, intercept survey, and listening session].**

**Please indicate if you approve this recommendation from the community feedback because it supports the three long term goals.**

Three long term goals:

- Improve access for all modes of travel
- Increase bicycle and pedestrian safety
- Preserving and improving the park experience

**There is a need for more 4 way stops, to reduce the speed. There is also a need for sidewalks**

This contains two separate suggestions.

It appears to this writer that intersections along LWB would not accommodate 4 way stops. **(Defer recommendation)**

LWB has sidewalks. Improving its sidewalks to ADA standards, including a width that would accommodate wheelchairs and other mobility aids in both directions, would meet all 3 goals. **(Does support)**

**Widened road with bike lane protected or bike lane added to a widened and marked sidewalk.**

This contains two separate suggestions.

A widened road with bike lane protected would meet the 3 criteria **unless** a driving lane is eliminated to achieve this. **(Does support, with provision)**

Combining a bike lane with a pedestrian/roller sidewalk would reduce safety for pedestrians/rollers, so it does not meet goal #2. Pedestrians/rollers and cyclists should have separate spaces. **(Does not support)**

**One lane for cars, one lane for pedestrians / bikes**

**Does not support** any of three long term goals

This reduces access for all drivers and passengers to one way, so it does not meet goal # 1. It would especially impact those with disabilities that leave them unable to enjoy Lake Washington Park by foot or by bicycle. Full-lane blockage of LWB by delivery and service vehicles (with no passing lane) would further reduce access for all drivers and passengers. Would delay access for emergency vehicles.

Letter from Patricia Killam

This does not meet #2. Combining pedestrians and bikes in one lane of a connecting arterial is unsafe for pedestrians, who cannot see or hear bicycles approaching from behind and who may have small or unpredictable children or pets with them. Cyclist and pedestrian/roller spaces must be separated.

Because of the line of required barricades down the middle of LWB , this would not meet #3. It would detract from the enjoyment of the physical beauty of LWB and detract from the experience of drivers and passengers because of reduced access.

### **More benches along the sidewalk side**

Supports pedestrian access, especially for those with impaired mobility. Does not affect access for cyclists or drivers. Can enhance the Park experience. **(Does support)**

**The next phase of this project will be led by Parks and Recreation, with support from SDOT. Please share 1-3 recommendations for "process" needs and changes.**

### **Feedback and recommendations on community outreach tactics**

It is insufficient to rely primarily on online surveys, particularly in under-resourced communities. In-person outreach opportunities should be much more robust than occasional tabling; only 191 responses were recorded in person during this project. This writer has helped organize public outreach for several City-grant-funded projects (with much less funding) that included a series of at least 3 public meetings led by experts in the appropriate fields, beginning with public “brainstorming,” and offering the opportunity to consider several options and the most widely accepted option(s). A mailing to the most impacted communities would engage many residents and businesses who might not be reached otherwise. This Task Force budget left us with \$44,000 for outreach out of \$200,000 provided by taxpayers.

### **Feedback and recommendations on Task Force development and facilitation**

The LWB Visioning Task force team composition was weighted toward closure advocates. About half of the Task Force came with a pre-conceived goals (full closure, then lane closure of LWB to the exclusion of drivers and passengers) long advocated for and supported by formal partnerships with the City. This was not compatible with a sincere and robust effort at public engagement. Task Force members were told that closure was “off the

table” early on and survey participants were told “we are not closing LWB” in the introduction to the survey. This was not the case, as the suggestion of closure of one lane to drivers and passengers was allowed to move forward. The survey results were further tainted by significantly misleading statistics on the number of car/bicycle accidents that occurred from 2015 to 2022 (stated to be 100, found to be 9) despite feedback from TF members that this was inaccurate. From the beginning, many community members expressed mistrust of the process as performative; these elements added to that suspicion and elicited concerns about dishonesty.

### **What you want Parks and Recreation to be aware of for the next phase**

Survey participation did not adequately represent the local and most impacted communities as a whole: 50% do not use the Boulevard at all, 25% were from zip codes distant from LWB (whose daily lives would not be impacted), and cyclists were over-represented; according to the 202 census, less than 1% of the community of 98178 and less than 2% of 98118 and 3% of 98144 transit by bicycle. Note that between a third and a half of respondents felt LWB does not require revision, that it is safe and accessible as is. Historically under-resourced community members were under-represented. Participants were able to submit surveys as often as they wished. Survey question preparation and data analysis requires professional expertise; it requires skill beyond that of community members and outreach staff. This project fell short in both of these areas.

### **What you would like to see Parks and Recreation do in the next phase**

See above and below.

### **Short Term Recommendations for LWB**

Please share 1-3 short term recommendations for changes and improvements to LWB. Short term changes and improvements are defined as 1-4 years. Please also explain how your recommendation achieves the three long term goals.

Three long term goals:

- Improve access for all modes of travel
- Increase bicycle and pedestrian safety
- Preserving and improving the park experience

Please note: Recommendations without an explanation of how it achieves the three long term goals will not be considered.

1. Robust community engagement that includes community members under-represented in this project, who are also historically under-resourced, including young people and individuals who can speak to the needs of community members with impaired mobility,



particularly those who can not walk or bicycle. Achievement of all 3 goals would be enhanced by this.

2. A regular, predictable schedule of Bicycle Days/Holidays or Bicycle Weekends/Holidays that do not include Mondays or Fridays. This offers access, safety and preserves an extremely popular Park experience.
3. Traffic-calming and pedestrian safety infrastructure measures, after research to determine what is likely to be most effective for this connecting artery. From the community, there is much support for improved walkways, improved pedestrian crosswalks, speed humps, and speed cameras. This would address community concerns for safety that persist despite the fact that LW is apparently the safest arterial in the City and would therefore encourage access and enjoyment of the Park experience. Note that 6 of the 9 car/bicycle accidents from 2015 - 2022 occurred at intersections or driveways; there is no data on who was determined to be at fault.

### **Long Term Recommendations for LWB**

Please share 1-3 long term recommendations for changes and improvements to LWB. Long term changes and improvements are defined as taking more than 5 years. Please also explain how your recommendation achieves the three long term goals.

Three long term goals:

- Improve access for all modes of travel
- Increase bicycle and pedestrian safety
- Preserving and improving the park experience

Please note: Recommendations without an explanation of how it achieves the three long term goals will not be considered.

1. Design, seek funding for and construct 3 separate spaces for drivers/passengers/delivered goods/services, bicycles, and pedestrians/rollers along LWB, as has been provided in north and west sectors of the City. This would provide maximum access for those groups, increase safety for all and, with the expertise of landscape designers, preserve or enhance the Parks experience.
2. Utilize as needed all of the Parks property (both east and west of LWB) to achieve increased access, and enhanced safety and Park enjoyment for all. Consider as a template the process of "reclaiming" Parks property at street ends.
3. Provide for those who rely on public transportation; public transit would increase access, with the safety of existing parking lots as stops, and should not detract from other users' enjoyment of the space.

Patricia Killam  
Lake Washington Boulevard Visioning Task Force  
March 14, 2023

## Theresa Huey

Hi Ching.

Enclosed is my input on the SDOT Task Force processes.

One of my major points of disappointment/concern is the lack of attention and respect given towards disabled and senior citizens in our processes on the SDOT Task Force. In my opinion many focused on the concerns of bike cyclists and that the disabled and senior citizen community's advocate seemed to lean towards the cyclists and what was best or to their benefit. And the few questions that addressed them was left to that advocate who felt that the street closure (and barriers) would benefit disabled citizens who if they did make it to the closure would not be able to walk the route and would not benefit from the total LWB experience. And some of the responses in the survey related to them did not exactly match up with the number who identified themselves in that category.

I feel that the Task Force should have included much needed outreach to members of the disabled and senior citizen community and we failed in that endeavor rather than rely on someone who did not advocate for all disabled people but yet had input in how the survey questions related to that population were shaped. I myself attempted to advocate for them as I am a disabled citizen. However, the Task Force relied on the disability advocate's expertise who made it clear that she was not representing them in the last voting meeting but leaned towards the desires of cyclist. Another Task Force member who favored cyclist stated that the disabled population's voices were not needed. Yet that population's access to enjoying the Lake experience is limited when it's closed down.

I still maintain (as I did when I joined the Task Force) that there should be equitable access for everyone on the precious Lake Washington Blvd roadway more then ever. I don't feel as if the Task Force reached all of our goals (which seemed to change near the end of the process).

I feel strongly that future endeavors of groups who take over the process from our Task Force need to do a better job of reaching out to the many others whose voices where not included. Those who are speaking up now via Facebook Groups, Next Door, on the coexistlakewashington.org site, and in other methods, which includes reaching out to our leaders who have oversight.

This includes better planned and scheduled listening sessions as ours were rushed because of time restrictions and as we all know only a few people attended one of them. I truly believe it was because we did not have enough time to reach out thoroughly for them or for the other public outreaches. And I feel more time and effort should be spent on the vetting of team members. To make sure those representing various groups are, indeed, truly reporting the wishes of their members. It was not clear how many active members were participating on the Task Force as many didn't show up most of the time. Our limited and condensed time frame affected our ability to analyze data, write clear and effective, short and long term goals, and to abide by those that were agreed upon.

Our ability to respond is limited when we have to send this in prior to reading a draft of the final report.

All said, I am glad that I was able to participate on the Task Force as it gave me a better understanding of the goals and agendas of some of the participants, as well as the roles of Parks and Recreation, The SDOT and the City Council staffs.

Thank you for your time.

Take care.

Theresa

## Clara Cantor

### **PURPOSE:**

I have been one of 11 active and engaged members of SDOT's Lake Washington Boulevard Task Force since the summer of 2022. Unfortunately, I was unable to attend the final meeting of the task force due to the recent birth of my child. Since I was unable to participate in the vote to finalize our task force recommendations, I preemptively wrote a document outlining my thoughts on the items up for discussion. Those comments were included in the discussion, but not counted as votes. The purpose of this letter is to record the way that I would have voted at the final task force meeting on March 20, 2023, had I been present, and to share my concluding thoughts.

### **CRITICAL VOTES:**

The task force came to communal agreement on a majority of the final recommendations, but did not reach consensus on four critical votes:

1. Ask SDOT to re-evaluate the arterial status of Lake Washington Blvd, allowing for greater implementation of traffic calming measures and a slower vehicle traffic speed.
  - I vote in favor, bringing the total to 6 in favor, 5 opposed.
2. Lower the speed limit on Lake Washington Blvd to 20 mph.
  - I vote in favor, bringing the total to 5 in favor, 5 opposed, 1 abstention.
3. Using the existing boulevard street space, create a one-way lane for vehicle travel and a multi-use pathway for pedestrians, bicyclists, and rollers.
  - I vote in favor, bringing the total to 6 in favor, 5 opposed.
  - One point of discussion was that removing one direction of vehicle travel does not meet our first goal of maintaining or increasing access for all modes. I believe that this design maintains access because vehicles will still be able to access all destinations along the boulevard, even if it increases the travel time slightly by requiring a slightly longer route (something required of people walking and biking all the time). Vehicles will also not be slowed down by sharing a lane with people on bikes, who are traveling much slower.
4. Create a street design that includes separated spaces for people driving, walking, biking, and rolling.
  - I vote in favor, bringing the total to 8 in favor, 2 opposed, 1 abstention.
  - Note that the three members who opposed or abstained objected to the lack of language that explicitly excluded removing a lane of vehicle traffic. They did not object to creating separated space for people walking, biking, and rolling if it maintained 2-way vehicle access.
  - The idea of providing dedicated space for people on bikes was also overwhelmingly supported by those who took the task force's survey, both online and in-person intercept surveys around the neighborhood.

\*Note that the total tally of votes is from me watching the video recording of the meeting, and is not directly from SDOT.

### **CLOSING COMMENTS:**

I greatly appreciate and respect the goals behind the creation of a task force representing diverse viewpoints in order to discuss potential short and long term solutions and opportunities on Lake Washington Boulevard. However, participating in the task force was frustrating because our goals, powers, decision making processes, and expectations were not clearly understood or shifted over time.

This task force was created for the purpose of increasing authentic and equitable community engagement on this project. The way that we operated as a task force should also have met that goal. However, having decisions come down to a vote of task force members, rather than drafting something that we could all agree to, coming up with a set of design options that SDOT could develop and bring back to the community, or following the trends that we saw in the results of our community survey, is not in line with that goal.

**RECOMMENDED NEXT STEPS:**

I believe that SDOT should draft a set of design options based on the recommendations of the task force. All designs should incorporate the additional crossings, stop signs, pedestrian improvements, and park improvements that the task force agreed upon. The design options should include:

1. A street design that creates separated space for people on bikes from people driving in cars that maintains 2-way vehicle traffic, if possible.
2. A street design that removes one lane of vehicle traffic and creates a multi-use trail space for people walking, rolling, and biking.

The next round of community engagement, during the design phase, should include these tangible possible designs for people to comment on, and SDOT can be transparent to the public about what is possible and what is not.

Letter from Clara Cantor

# Appendix D: Council Budget Action

## 2022 Seattle City Council Budget Action

Council Budget Action: Agenda

| Tab  | Action | Option | Version  |
|------|--------|--------|----------|
| SDOT | 001    | B      | 002-2022 |

**Budget Action Title:** Add \$200,000 of Transportation Fund to SDOT for redesign of Lake Washington Boulevard

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No Has Attachment: No

Primary Sponsor: Tammy Morales

Council Members: Dan Strauss, Andrew Lewis, Lorena González

Staff Analyst: Calvin Chow

Council Bill or Resolution:

| Date |         | Total | LH | TM | KS | AP | DJ | DS | AL | BC | LG |
|------|---------|-------|----|----|----|----|----|----|----|----|----|
|      | Yes     | 0     |    |    |    |    |    |    |    |    |    |
|      | No      | 0     |    |    |    |    |    |    |    |    |    |
|      | Abstain | 0     |    |    |    |    |    |    |    |    |    |
|      | Absent  | 0     |    |    |    |    |    |    |    |    |    |

### Summary of Dollar Effect

See the following pages for detailed technical information

|                                    | 2022 Increase (Decrease) | 2023 Increase (Decrease) |
|------------------------------------|--------------------------|--------------------------|
| <b>General Fund</b>                |                          |                          |
| General Fund Revenues              | \$0                      | \$0                      |
| General Fund Expenditures          | \$0                      | \$0                      |
| Net Balance Effect                 | \$0                      | \$0                      |
| <b>Other Funds</b>                 |                          |                          |
| Transportation Fund (13000)        |                          |                          |
| Revenues                           | \$0                      | \$0                      |
| Expenditures                       | \$200,000                | \$0                      |
| Net Balance Effect                 | \$(200,000)              | \$0                      |
| <b>Total Budget Balance Effect</b> | <b>\$(200,000)</b>       | <b>\$0</b>               |

| Tab  | Action | Option | Version  |
|------|--------|--------|----------|
| SDOT | 001    | B      | 002-2022 |

**Budget Action Description:**

This Council Budget Action would add \$200,000 of Transportation Fund to the Seattle Department of Transportation (SDOT) to develop design concepts for potential changes to Lake Washington Boulevard and solicit community feedback through an equitable outreach and engagement campaign.

As part of the Keep Seattle moving program in response to the COVID-19 pandemic, SDOT implemented a 3-mile closure of Lake Washington Boulevard to vehicular traffic on weekends from April 2020 through September 2020. The program promoted non-motorized use of the right-of-way to allow for greater social-distancing and recreational opportunities. In response to on-going community demand, SDOT reimplemented the program in May 2021 through September 2021. The proposed budget does not include funding to continue the Keep Seattle Moving program in operation for 2022.

The \$200,000 proposed in this Council Budget Action would allow SDOT to develop and evaluate design options that promote increased pedestrian and bicycle uses of Lake Washington Boulevard. Options to be considered include 2-way protected bike lanes, expansion of existing off-street facilities, and other design concepts. The funding would also allow SDOT to engage in an equitable outreach and community engagement campaign to gather input on these design options. The outreach campaign should seek inclusive, representative, and meaningful engagement from the surrounding neighborhoods potentially impacted by the proposed design changes.

This Council Budget Action utilizes Commercial Parking Tax revenue provided in Council Budget Action SDOT-503-B-001.

**Budget Action Transactions**

| # | Transaction Description                                  | Position Title | Number of Positions | FTE | Dept         | BSL                                      | Fund                        | Year | Revenue Amount | Expenditure Amount |
|---|--|----------------|---------------------|-----|--------------|--|-----------------------------|------|----------------|--------------------|
| 1 | Increase funding for design of Lake Washington Boulevard |                | 0                   | 0   | SDOT - TR000 | SDOT - BO-TR-17003 - Mobility Operations | 13000 - Transportation Fund | 2022 | \$0            | \$200,000          |