

Lakewood Seward Park Community Club Briefing Summary

Date: January 8, 2019

Time: 7:00 to 8:30 PM

Location: Lakewood Seward Park Community Club, 4916 S Angeline St

Summary

SDOT was invited to the January 8, 2019 Lakewood Seward Park Community Club (LSPCC) meeting to present construction updates on the Wilson Ave S Transportation Improvements Project. Adonis Ducksworth, project outreach lead, and Elliot Hemlbrecht of SDOT attended. Adonis shared updates on construction completed to date and what to expect when work picks back up in spring. Adonis and Elliot answered questions summarized below.

Community feedback: overarching themes

Many attendees shared concerns about and appreciation for the installation of protected bike lanes (PBL) on Wilson Ave S. Some attendees expressed concerns about pedestrian safety and asked for striped crosswalks in select locations along the corridor. Attendees communicated their frustration about parking removal due to protected bike lane while others felt traffic would increase due to protected bike lane.

Community feedback: questions and answers

Question	Answer
Why add a PBL where you don't intend to make north/south connections?	We are building a network to connect bike lanes. The intention of this project is to slow traffic and increase safety.
Request a crosswalk at 50th/Ferdinand/Wilson	<ul style="list-style-type: none"> We need to do a pedestrian count and see a high number of pedestrians using the crossing. Let us know best time to take count. If there aren't enough pedestrians crossing the street, cars will start to go through We have been permitted to install crosswalks in certain areas based on pedestrian input
What are the anticipated impacts to traffic when the PBL lanes are installed?	Traffic analysis shows traffic should slow down. The operations of the road will not be changing.
Concern about the use of side streets as an alternative route for Wilson Ave S	<ul style="list-style-type: none"> We haven't taken analysis of side streets, but we don't believe that PBL on Wilson will encourage driving on side streets During peak hours, in the AM and PM there are more cars on Wilson but

	overall during the day the number of cars is the same
What does “flow parking” mean?	When there is no defined space to park. There won’t be a striped box that defines parking spaces.
What are the number of accidents that have been reduced on Rainier versus the increased traffic in our area now?	<ul style="list-style-type: none"> • Study results show collisions have decreased 15% overall including injuries down 30% and pedestrian and bicycle collisions down 40% • Before the project, 11 people died on that stretch of road. Since this project there hasn’t been any serious collisions or injuries. • People generally drive slower and safer after these projects
What is SDOT’s role at this LSPCC meeting?	SDOT was invited to give a project update. SDOT has an interest in working with you until the project is over.
What is the status of the PBL installation and construction	Construction has been placed on hold for the winter but when we return in the spring, we will be putting in the PBL.
Has a parking study been done? What were the results?	<ul style="list-style-type: none"> • 19% of parking is utilized along Wilson Ave S • Parking utilization varies depending location. Utilization is higher by businesses. • The study shows the capacity can take decreasing parking to one side

Community Discussion: Lake Washington Blvd

Attendees shared the following concerns about Lake Washington Blvd:

- Speed limit and enforcement
- On the weekend, bikers tend to bike in groups of 4-6 and take over the whole lane
- Cars passing and racing at night
- Consistency of park pull-ins been locked

Attendees proposed the below additions to address these concerns:

- Make changes to the street – add crosswalks, speedhumps, and/or four-way stops
- Place speed trailers
- Take the opportunity to add a bike connection between Colman Blvd and Lake Washington Blvd